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Alan Titchmarsh Pledges Support to New Mary Rose Museum Campaign

Broadcaster and author Alan Titchmarsh is putting his weight behind the campaign to build a spectacular new £35 million Mary Rose museum, by launching a set of limited edition Mary Rose pens, made from wood found at the Tudor ship's wreck site.

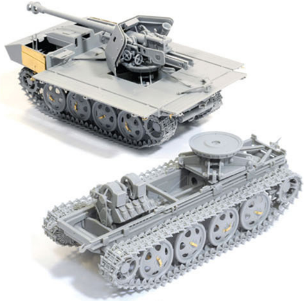
The Trust hopes to raise £50,000 from the sale of the pens, to help support the work of the Mary Rose and the new museum project.

Only 50 each of four types of hand crafted pen (including a fountain pen, a ballpoint pen, a rollerball pen, and a propelling pencil) have been fashioned from oak, beech, elm, boxwood and poplar timber found on the wreck site of the Mary Rose. However, the wood is not believed to be from the ship or any of her artefacts.

Each limited edition pen is marked with a unique number beginning with "MR", to signify it was recovered from the Mary Rose wreck site.

The limited edition Mary Rose pens can be ordered from the Mary Rose Gift Shop, Portsmouth Historic Dockyard, 023 9283 9938, at a price of £250 each. They come in a beautiful presentation box, together with a certificate of authenticity signed by Rear Admiral John Lippiett, Chief Executive of the Mary Rose Trust, and David Plummer.

To help secure the future of The Mary Rose visit **www.maryrose.org**

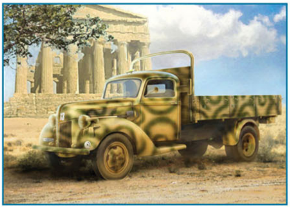


DRAGON 1/35 7.5cm PaK 40/4 and RSO

Dragon has produced a new 1:35 scale kit of this fascinating specialist vehicle. Apart from the 7.5cm anti-tank gun, the rest of the kit is brand new. Just like German engineers before them, Dragon was able to fit its existing gun kit onto a new platform. The chassis comes as a single component to ensure correct alignment and ease of assembly. The vehicle is actually quite small, but this doesn't mean it lacks detail. In fact, it is brimming with interior detail such as the gearbox, driver's compartment, engine and transmission. The gun platform is fully represented along with the new gun mount. The construction allows modellers to traverse the gun in any direction. The road wheels are produced to scale thickness, over which the specially designed RSO Magic Tracks are fixed.

The result is a vehicle that looks remarkably different to a standard RSO cargo variant. It is sure to be a hot item, as modellers have been waiting a long time for such a high-quality kit of this potent "tractor"!

Thanks to The Hobby Company Limited for the images and information **www.hobbyco.net**



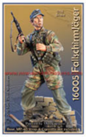
ICM 1:35 GERMAN V3000S TRUCK ON THE WAY

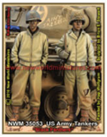
ICM is about to release a V3000S (1941 production) 3 Tonne German Army Truck in 1:35 scale.

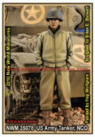
This truck was widely used on all fronts.

ICM's 1:35 scale V3000S truck will feature a detailed chassis, engine and interior. Four marking options will be included.

Check out ICM's website for more information **www.icm.com.ua**



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NEW WORLD MINIATURES NEW FIGURE RELEASES

New World Miniatures have a number of new figure releases, including a 1:16 scale Fallschirmjager, a two-man US Army "Black Panthers" tank crew, two US Army Tankers plus US Head Set #2.

New World Miniatures figures and accessories are available online from their website **www.newworldminiatures.com**

HELP FOR HEROES MODEL SHOW

On Saturday 23 October 2010, Bognor Regis Military Modelling and Wargaming Society held their yearly open day.

Last year the club joined up with Help for Heroes for the first time, as the hobby has a military element and our members are keen military historians we felt Help for Heroes was most appropriate and after last years successful show we invited them back.

The show started at 10:00 am and a steady flow of visitors started from the beginning. On display they could view models made by members, wargames in progress and trade stands. The main attraction was the Airbrush Company's stand where they were able use airbrushes and ask technical questions, along with this they displayed the range of Lifecolour Paints and Greatwall Hobby kits which much interest was shown.

Club Members also displayed memorabilia from the First World War, with the public being able to ask questions regarding the items on display.

The day raised £188.77 for Help for Heroes.

Sarah Lydiard-Wilson of Help for Heroes said "I am sure you will be delighted to hear that we took £82.77 in donations and £106.00 in merchandise sales I am overwhelmed by the public's support!"

Next years show will be held on Saturday 22 October 2011.

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M4A3 (76MM) SHERMAN TANK

Bruce Culver describes the background, development and operational use of the M4A3 (76mm) Sherman Tank.

When the M4A1 Sherman tank first saw combat in October 1942, it was one of the best tanks in service in any country in the world. In terms of armour protection, automotive performance, crew accommodations, gun firepower, and reliability, the Sherman was the equal of any medium tank serving in 1942. Its primary opponents in North Africa were the German Pz.Kpfw. III mounting the 5cm KwK39 in either short (L/42) or long (L/60) versions and the Pz.Kpfw. IV mounting a 7.5 cm L/24 howitzer or the later KwK40 L/43 long gun. The L/60 long gun of the Pz.Kpfw. III was effective against the Sherman at medium ranges. The Pz.Kpfw. IV's short howitzer was an infantry support weapon, but the KwK40 L/43 was an excellent tank gun with performance somewhat better than the Sherman's 75mm M3 L/40. Nonetheless, only some of the Pz.Kpfw. IVs in Africa had the long gun, and the Sherman proved a capable combat weapon.

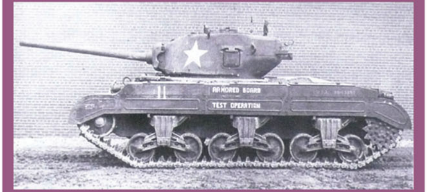
The appearance of the Tiger I in the later stages of the war in North Africa caused some concern, as it could not be easily destroyed by any Allied tanks in the field. Still, the British 6 pdr anti-tank gun had destroyed several Tiger Is from ambush, and Allied senior planners knew the Tiger I was a corps-level support weapon assigned to separate heavy battalions, and would not be encountered in great numbers. Thus there was no impetus to design a new tank or even introduce major improvements to the Sherman based on its combat record in North Africa.

The invasion of Sicily in July 1943 saw more Tiger Is, but they were split into smaller units to support several areas and were not seen in large numbers in any one place. Also, the hilly terrain in much of Sicily proved to be too much for the Tiger's stressed power train, and many Tigers broke down and had to be abandoned. The other tanks engaged were the same Pz.Kpfw. IIIs and IVs seen in North Africa, and the Sherman, along with Allied artillery and air power, dealt with the German armour. Again, the Sherman was considered a satisfactory weapon.

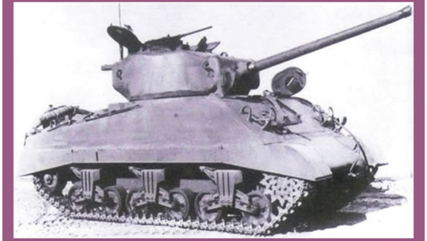
The Western Allies had not yet encountered the new Panther medium-heavy tank, and initial reports from Russia reinforced the idea that the Panther, like the Tiger, would be a corps-level support tank, since at Kursk the Panthers had been assigned to separate Panther Brigades. The US Army, convinced the Sherman was the best medium tank in the world, became complacent about its capabilities. The US Army became convinced the 75mm armed Sherman was the best tank they could want for the campaign to come in Europe and so there was little demand from the using arms for a better tank.

The other Allies did not share that complacency. The British saw the Tiger, and the long guns on the later Pz.Kpfw. IVs, as signs the Germans would improve their tanks, and began development of the effective 17 pdr anti-tank, which they mounted in the Sherman, designating the new model "Firefly." The Russians developed a new three-man turret for their excellent T-34 medium tank and mounted an 85mm long gun better to take on the Tigers and the new Panthers. Thus, by the beginning of 1944, these nations had tanks entering service that could present a stronger defence against the later war German tanks, but the US Army did not.

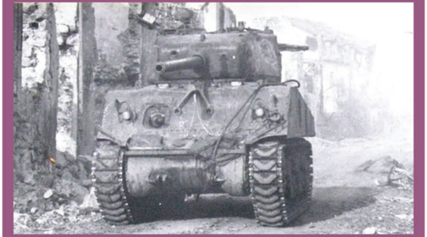
In addition to the complacency brought about by the Sherman's successes in Africa and the early Italian campaigns, US Army plans for future weapons were complicated by official doctrine on the uses of armour. Before entering the war at the end of 1941, the Army had developed a doctrine of separating the functions of armour into infantry support and anti-tank defense. The role of tanks like the Sherman was to be



The turret from the development prototype T23 medium tank was chosen to mount the new 76mm gun for the M4A3 Shermans equipped with the longer weapon. The M1 76mm gun was cut down from its original length, becoming the 76mm M1A1 L/52.



The M4A3 76mm represented a second generation of the Sherman design. A new hull design with a 47 degree angle glacis plate eliminated the shot traps and weld joints of the original hull front. The T23 turret was larger than the early 75mm turret and provided somewhat better protection, but especially had a separate hatch for the loader.

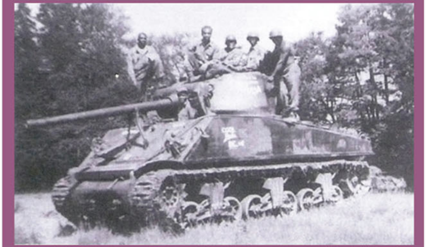


An early M4A3 76mm Sherman passes through Benwihr, Belgium, December 1944. Note the one-piece 47 degree glacis and the longer M1A1 gun. The long object sticking out from the turret side is the barrel of the stowed .50 Browning HMG, which was carried on a bracket on the turret rear.

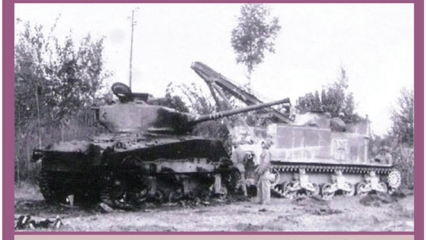
In common with the Germans, many US units began using foliage to break up the hard shapes of their vehicles. This M4A3 76mm of the 629th Tank Destroyer Battalion fires at German troops in Gurzenich, Germany. A shortage of tank destroyers forced some units to be equipped with standard 76mm Sherman gun tanks in their place.

Infantry of the 1st Infantry Division take cover behind two Shermans in St. Andreasburg, Germany. Combined operations with both infantry and armor were necessary for success. The infantry protected the tanks from enemy anti-tank teams and the tanks could knock out enemy strong points with far fewer casualties. The Sherman in the center is an M4A3 76mm; the tank to the left is the later M4A3E8 with the new HVSS and wider tracks.

There were relatively few black fighting units in US forces in WW2; one that served and distinguished itself in combat was the 761st Tank Battalion, known as "The Black Panthers". Here one of their M4A3 76mm Sherman slogs through the mud near Nancy, France in late 1944.



"COOL Studs INC. #4", an M4A3 76mm of the 761st Tank Battalion ("Black Panthers"), seen in Germany in the spring of 1945 as part of Task Force Rhine. The 761st was the best known of the segregated combat units in the NW European campaign. This tank carries a two-color scheme of Olive Drab and Black covered with a layer of dust.



The fate of too many Shermans up against far better gunned German tanks: this M4A3 76mm of the 1st Armored Division in Italy burned out completely after being hit. Fires like this were almost always ammunition fires as can be seen by the soot around the mantlet and hull front. The fuel tanks went up later, destroying the engine section. The recovery vehicle is an M31 Tank Recovery Vehicle, previously known as the T2.

a manoeuvring arm to support the advance of infantry. The role of engaging enemy armoured units was the responsibility of the Tank Destroyer Command.

Since the major proponent of the tank destroyer concept, Lt. Gen. Lesley McNair, was also the chief of Army Ground Forces (AGF), the using arm for weapons, he was able to control the demand for tanks and other weapons. In supporting the case for the tank destroyers, McNair could influence decisions about weapons procurement and delivery. In addition, as a former artilleryman, McNair favored the deployment of towed anti-tank guns as a major component of the tank destroyer forces. The result of Gen. McNair's influence was that AGF resisted calls by Ordnance and the Armour Board for a better tank or at least a more effective gun for the Sherman.

Ironically, the Ordnance Department had been trying to develop a more effective gun for the M4 Sherman since the summer of 1942, before the Sherman's baptism of fire with the British at El Alamein. They designed a new tank gun, the T1, based on the M7 76mm gun used in the M10 Gun Motor Carriage (tank destroyer). The T1 was smaller, better able to fit into the Sherman's closed turret, but it used a different shell casing with a reduced amount of propellant. In addition, the original L/57 long barrel was cut by 15 inches to an L/52 barrel length due to turret balance issues and the concern the long barrel would foul obstacles in use. The result was a gun with mediocre performance compared to the similar size British 17 pdr. Nonetheless, it could penetrate one inch more armour than the 75mm M3 and was recommended for adoption as the M1A1.

The reluctance of AGF and the using branches to accept the 76mm gun led to delays in fielding tanks with the new gun. The 76mm M1A1 had an inferior HE shell to the M3 75mm, increasing the AGF's preference for the 75mm, as HE support was the main use of most US tank weapons. In addition, the original M4 turret was too small to handle the M1A1 gun comfortably. It was decided to use the turret from the experimental T23 medium tank to mount the 76mm gun on the M4 Sherman.

At the same time (1943), there was a design development to create a "second generation" Sherman by reworking the hull to eliminate the numerous shot traps and welded joints of the original 57 degree glacis assembly with its protruding drivers' hoods. Also, combat experience had shown that a major source of tank fires was the exposed ammunition stowage in the sponsons over the tracks. The new hull, therefore, had a new one-piece glacis plate set at 47 degrees, and new wet stowage for the main gun ammunition. The ammunition was set below the floor in bins surrounded by jackets filled with Prestone coolant. The new ammunition stowage was very successful: far fewer Shermans with wet stowage burned when hit, compared to the earlier dry stowage models. Dry stowage vehicles were modified by adding one-inch thick armour plates over the ammunition bins, and additional plates to the front of the drivers' hoods on the glacis.

The M4A2 and M4A4 Sherman had been relegated largely to training and Lend-Lease for America's allies, with some M4A2s going to the US Marine Corps since their diesel engines used the same fuel as Navy landing craft. The M4 with the new 47 degree hull was reserved for use of the 105mm howitzer for better infantry support. And so the only versions of the Sherman authorised to receive the new M1A1 76mm gun were the M4A1 cast hull model, the M4A2 for Lend-Lease to Russia, and the welded hull M4A3. Since the M4A3 used the Ford 500hp V-8 engine, it was selected as the preferred model for US armoured divisions, though the M4A1 served alongside them to the end of the war.

The new M4A3 welded 47 degree hull featured a single glacis plate and larger front hatches for the driver and bow gunner. The front hull was roomier, and the effective protection of the glacis was better than the old design. The removal of the ammunition to the under-floor bins gave more room inside the crew compartment.

The T23 turret was considerably larger than the original Sherman 75mm turret but used the same 69-inch turret ring. It had a new cast commander's cupola with fixed episcopes for vision. The loader now had a hatch for entering and leaving the turret. It was the gun ring hatch formerly used as the commander's mount on the original small turret. However, the T23 turret used a new low-profile ring mount to allow the commander to see over it to the left side. Very early T23 turrets didn't have the standard rear ventilator.

The weight of the T23 turret and the 76mm gun reduced cross-country performance, as the ▶

tanks tended to bog down in soft ground even more than the 75mm versions. Many of the Shermans in Europe were fitted with extended end connectors (EECs) that widened the tracks and improved flotation. There were several designs of EECs, with considerable numbers being manufactured in Europe to supplement the shipments from the US.

The earliest 76mm armed Shermans to see action were M4A1s in Normandy. M4A3 76mm tanks followed some months later, first seeing service with Third Army in early September 1944. Subsequently, the majority of 76mm Shermans shipped to Europe were M4A3s. For all of 1944 and well into 1945, the 75mm Shermans far outnumbered the 76mm tanks, though the latter were concentrated in the armoured divisions where their firepower was more needed.

The initial engagements between Allied and German armour in Normandy came as a huge shock to the Sherman crews. They had been told they had the best tank in the world, and then it turned out they could not penetrate the front armour of the Panther tank at any range, while the Panther could destroy the Sherman from any distance. The hedgerow country of the bocage in Normandy reduced fighting ranges considerably and allowed experienced German crews to use the terrain and foliage to conceal their positions.

One factor that led to this nasty surprise was that few of the US armoured units in the Normandy operation had conducted any armoured operations against German tanks. US tankers soon developed tactics to use their superior numbers to distract and surround Panthers until they could be knocked out from the side or rear. Such tactics were costly, but eventually they did work, and some units proved adept at hunting Panthers.

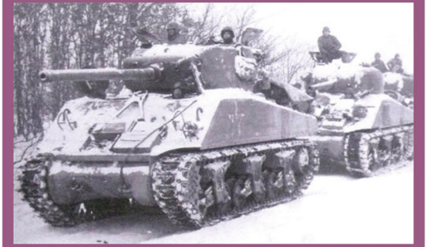
The original M4A1 76mm tanks were quickly sent from England to France in July 1944, where they were assigned to the 2nd and 3rd Armoured Divisions, and first saw service during the Operation Cobra breakout from St. Lo. Service results were mixed. In many engagements, the 76mm had little better success against the Panther than the 75mm gun, while in other situations, the new gun performed fairly well. A great deal depended on tactics and the local combat situation.

The M4A3 76mm Shermans were issued to a number of US armoured divisions, and early combat experience repeated that of the earlier bocage fighting. The 76mm M1A1 gun could not be relied on to knock out either the Panther or the Tiger I, and US and British forces had by then met the enormous Tiger II ausf B, the heaviest service tank of WWII, with an even more powerful version of the 8.8cm gun, the KwK43 L/71. Allied superior logistics and complete air superiority allowed Allied troops to work around the technical advantages of the heavier German tanks. The larger number of Shermans led to using enveloping tactics, surrounding enemy tanks and, in a new twist, using smoke shells to blind and distract the crews. This was a successful tactic since the ventilation systems on the German tanks often sucked the smoke inside the fighting compartment, forcing the tanks to withdraw. Less experienced German crews sometimes abandoned their vehicles.

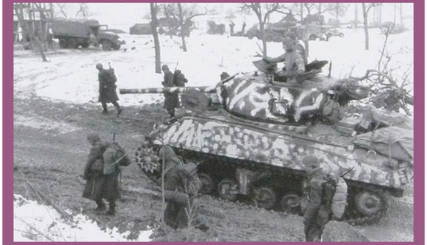
As losses mounted, US and British Sherman crews began to test ways to improve the armour protection for their tanks. The first step was the use of sandbags, as they were readily available, and this became a common practice in many US Sherman units. The British seem to have gone more often for welding spare tracks to the exterior armour, on occasion covering the entire vehicle. Some units, like 14th Armoured Division, adopted elaborate full sets of sandbags held in place by welded racks and shelves. The bags were piled several layers deep on the glacis but usually a single layer for the hull and turret sides. 9th Armoured Division used welded on spare tracks covered with sandbags and wrapped in camouflage netting, producing a unique appearance.

The use of sandbags was actually predicated more on its protection from new weapons in the German arsenal: the 8.8cm Panzerschreck, an enlarged derivative of the 57mm US bazooka first used in Italy, and the smaller but no less dangerous Panzerfaust, a cheap disposable one-shot rocket-propelled anti-tank grenade. Both these weapons had shaped-charge warheads larger than those of the US M1/M9 bazookas and were more effective in knocking out tanks. Ironically, the sandbags made the shaped charge weapons more effective by increasing the standoff distance, but this wasn't immediately apparent.

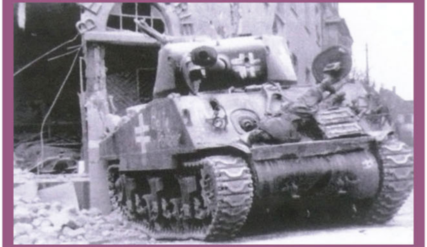
Later tests found that the side sandbags provided no extra



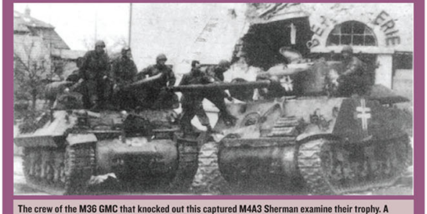
This is an M4A3 76mm Sherman from the 712th Tank Battalion near Bavigne, Luxembourg late in the Battle of the Bulge. Here the fresh snow sticking to the tanks provides a decent winter camouflage coat. US supplies of whitewash allowed most tanks to be whitewashed fairly quickly after the first snows.



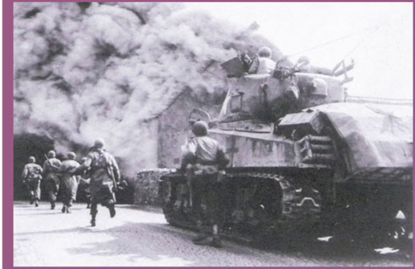
This M4A3 76mm supports the 75th Infantry Division in the Colmar region, early 1945. In areas with lighter snowfall, a dappled camouflage was often more effective than a solid coat of white, and could be applied more quickly.



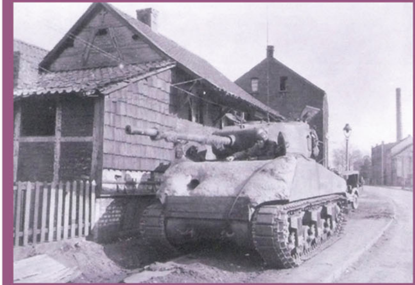
This M4A3 76mm Sherman was captured by the Germans and knocked out by an M36 GMC of the 645th Tank Destroyer Battalion supporting the 45th Infantry Division, in Aschafenburg, Germany in March 1945. Note the penetration in the upper glacis plate. "Beute Panzer" (Captured Tank) was painted on the side by the Germans to prevent friendly fire, a real danger when using captured enemy equipment.



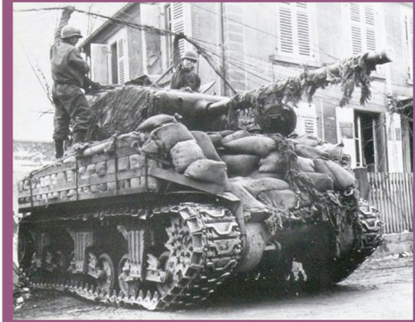
The crew of the M36 GMC that knocked out this captured M4A3 Sherman examine their trophy. A number of Allied tanks and armoured vehicles were used by the Germans to augment the often limited supplies of their own vehicles. In the last six months of the war, transportation difficulties plagued German supply operations.



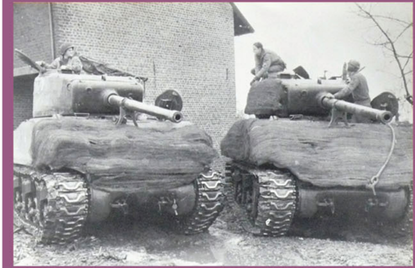
As the M4A3 Shermans had large engine deck hatches, any stowage usually had to go on the aft portion of the rear deck, as seen here. This Sherman has T54E1 steel tracks with extended end connectors. Usually a colored air ID panel was placed on the rear deck.



A number of schemes were tried to upgrade the armor protection on Shermans. This M4A3 76mm has a thick layer of concrete cast in place on the glacis and sculpted for a rounded look. Some of these concrete layers were well over a foot thick (300mm).



14th Armored Division was a leader in adopting sandbags as additional protection for their Shermans against German Panzerfausts and anti-tank guns. Here an M4A3 76mm Sherman advances through Niederbetschdorf, France, January 1945. Note that the sandbags on the glacis are piled several layers deep. The 14th AD developed a system of frames to hold the sandbags in place. Note the camouflage netting on the turret.



The 9th Armored Division had their own added protection system, consisting of spare tracks welded to the hull and sometimes the turret, covered with sandbags, then wrapped in layers of camouflage netting, as seen here. This protection also softened the hard contours of the tanks, improving the camouflage effect

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protection, but that the glacis-mounted sandbags did help defeat these weapons under some circumstances. Unit engineers found that the weight of the sandbags reduced automotive performance and overloaded the chassis, and the use of sandbags declined in many units though others kept the installations, for morale if little else. Some crews began welding extra armour to their tanks, starting with track sections, structural steel girders and plates, anything that would give some extra protection. Some tanks had cast concrete added to their glacis plates. Greater cooperation between tanks and infantry reduced the chances that German anti-tank teams could get close enough to use the Panzerfausts or Panzerschrecks.

Ordnance had been making improvements to the M4A3 Shermans. One big disadvantage of the 76mm M1A1 was the muzzle blast, which kicked up enough dust that it made observation of fire impossible and also exposed the tank's position. Eventually, Ordnance copied the German double-baffle muzzle brake used on the 7.5cm Pak40 and the later KwK40 of the Pz.Kpfw. IV G/H. This solved most of the problems from dust obscuration. The T23 turret underwent changes; the gun ring hatch for the loader was replaced with a hinged oval loader's hatch and the .50 Browning MG was placed on a fixed pintle mount on the turret roof.

Finally, the deficiency in the Sherman's armour that had led to many ad hoc solutions in the field was studied for a better solution. Gen. George S. Patton, commander of the Third Army, had never allowed sandbags on tanks in his armoured divisions because of the mechanical problems they caused. In early 1945, Patton's armoured divisions began adding large appliqué armour panels covering the glacis and often the sides of the hull and turret. Dozens of wrecked US and German tanks were cannibalised for their armour, with the plates being welded or bolted over the basic Sherman armour. Sometimes the entire front of a knocked out tank was used complete with all the fittings, and additional plates were fastened over the front of the transmission casting as well. The one sure method of improving the Sherman's survival in combat proved to be increasing the armour thickness to better withstand enemy anti-tank fire. Automotive performance suffered slightly, but the greater survivability was worth it. The heavily armoured M4A3E2 Jumbo assault tank was also re-armed with the 76mm long gun, giving this model increased punch.

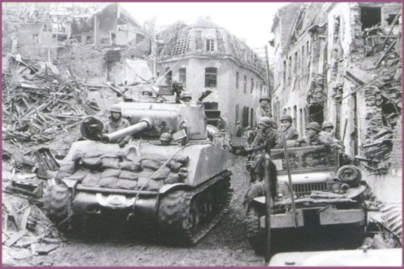
After the early problems with the 76mm gun failing to knock out many of the heavier German tanks, and especially after the heavy losses in the Battle of the Bulge, Sherman units began receiving more supplies of the tungsten-core HVAP ammunition which was much more effective in penetrating German armour. There was never enough of this superior ammunition and it was rationed, but when it was available, it was capable of knocking out tanks at ranges the standard ammunition could not.

By 1945, US troops had become experts in combined arms operations and, as that had benefited the Germans at the beginning of the war, so it did for the Allied forces entering Germany.

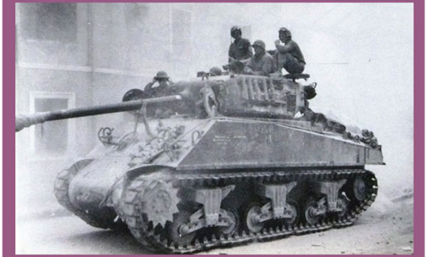
The M4A3 76mm Sherman overall had given a good account of itself when used properly in aggressive supported advances working with armoured infantry and artillery to break through German lines of defense. The percentage of 76mm tanks rose during the spring of 1945 until almost half of the Shermans in front-line service were armed with the long gun. Losses had been considerably higher than expected, but by the time better tanks like the T26E3 Pershing were brought into service, there were relatively few large German armoured units in the west, and few German tanks to engage.

The Shermans had borne the brunt of the war against Germany's Panzer Divisions, and they had prevailed. ■

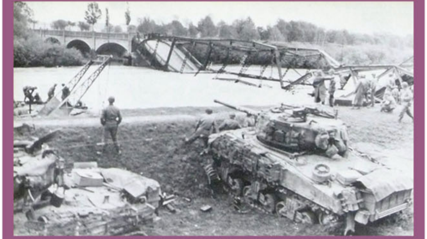
> **"The weight of the T23 turret and the 76mm gun reduced cross-country performance, as the tanks tended to bog down in soft ground even more than the 75mm versions..."**



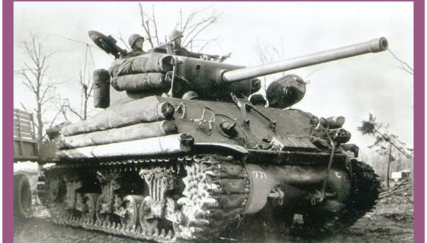
Moving through ruined towns and cities often involved using bulldozer tanks to clear the streets sufficiently for vehicles to pass. This M4A3 76mm Sherman negotiates a narrow street in Linnich, Germany in late February 1945. Narrow streets and debris often broke off many of the extended end connectors used to provide better flotation in soft ground.



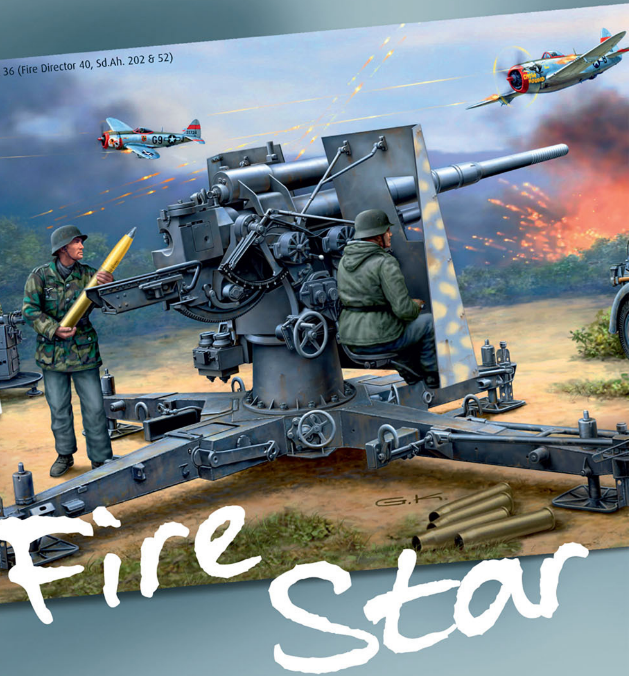
A late production M4A3 76mm in Italy illustrates the final version of the Sherman turret, identical to the turret of the M4A3E8 HVSS Sherman. This example has the oval loader's hatch in the roof and the MIAIC or MIA2 76mm gun with a muzzle brake. The US muzzle brake used on the 76mm gun was a copy of the German muzzle brake on the 7.5cm Pak 40, which was a very good design.

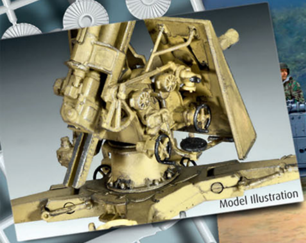


Crossing destroyed bridges involved extensive work by combat engineers. Here, an M4A3 76mm overlooks the river while work gets under way. Note the sandbags on the tanks at the right that cover only the crew compartment. This probably was an attempt not to overload the tank's suspension.

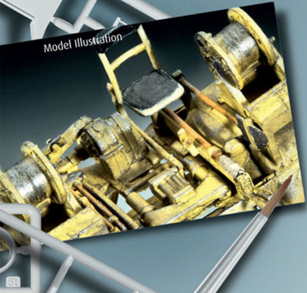


Later in the spring of 1945, the use of sandbags decreased as fewer German tanks were encountered, and many units never adopted the sandbags. This M4A3 76mm carries corduroy matt on both sides, made up of logs wired to the tank's hull. While providing a small bit of extra protection, they were used as fascines to free tanks from the common soft mud found in the wet spring. If the tank bogged down, the logs were detached and placed under the tracks to lift the tank out of the mud.


03174 1:72 8,8 cm Flak 36 (Fire Director 40, Sd.Ah. 202 & 52)
G.K.
Fire Star



Model Illustration



1:72 8,8 cm Flak 36 (Fire Director 40, Sd.Ah. 202 & 52) 03174

The 8.8cm Flak was a World War II German anti-aircraft gun that also had a formidable reputation as an anti-tank weapon. Three versions were developed - the Flak 18, 36 and 37 - all of which saw service on every wartime front. Typically there were up to 11,000 guns operational at any one time and these formed the backbone of the air defences against Allied bombing raids.

The 8.8cm Flak had a maximum vertical ceiling of 10.6 km, a range of 14.8km and could fire between 15 and 20 rounds per minute.

This detailed model kit can be built in either firing or travelling positions and includes the Sd. Ah.202 trailer and the Fire Director 40 fire control unit. While the gun itself has folding outriggers and elevates and traverses through 360°.

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CZECH INSIDE AND OUT

A full interior is included in Dragon's new 1:35 scale Pz.Kpfw. 38(t) Ausf. E/F, with enough parts to produce an Ausf. G too. **Graham Tetley** reports.

Dragon's latest line to their 1:35 scale 38(t) kits is an almost identical offering to the recent Ausf G version. In fact, you get all of the parts in this kit to make the G if you so wish, actually making it a '3 in 1' model.

In this boxing we are presented with new sprues S & T, which have the revised exhaust muffler, turret mantlet and front glacis parts. There is a new etched brass sheet and a sprue containing three jerry cans along with an etched fret for their central seam. Some of the interior parts have been modified and you now get a new multi-part radio mounted in the correct spot. All told there are about 620 parts of which only a handful are not needed and 216 of those are for the tracks. The kit also contains one piece of braided metal wire and four water-slide decal markings schemes, all for vehicles in Russia circa 1941/42.

The highlight of this kit (in my opinion) is the full interior. The engine, transmission, and many other accessories are all there with lots of lovely small details. The engine is broken down into many separate parts and nothing is missed apart from all the wiring. Dragon can't do everything for us!

Etched brass adds detail to the original plastic parts.

The turret interior features the ammunition stowage lockers as well as most other smaller items.

As with all kit interiors some bits are missing, but depending on how detail-afflicted you are you may or may not be bothered. What is included is good enough when you consider what will be viewable through the open hatches.

The tracks are the usual Magic Tracks. Guide horns are hollow and the links have a lovely cast texture and extremely faint casting numbers. Each suspension unit can be made to be fully articulated. The road-wheels and main sprockets are detailed on both their inner and outer faces, while the return rollers include manufacturer's name on the rubber tire rims in miniscule lettering. The rear axle is moveable which will make using the Magic Tracks that much easier and negate that 'half-link' effect !

The hull is a single slide-moulded part that contains some lovely interior and exterior detail. In this kit you get the new outer plate for the Ausf. E and F but the original 'G' one is still there. The kit provides options for the idler wheel adjustment mechanism, smoke candle rack with armoured cover and two different exhaust pipe configurations.

Both the hull and turret 7.92mm machine guns are beautiful multi-part assemblies with a slide-moulded barrel and hollow muzzle.

Worthy of note is the detail on the head pads of the separate hatch lids – no ejector pin marks and some superb detail.

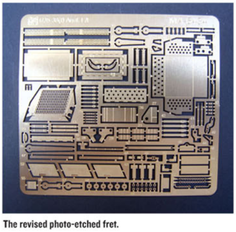
The engine deck panel is a separate part that features newly tooled access hatch covers and a separate grill. These hatches feature separate end parts with rivet detail as well as etched brass frames and screens for their undersides. Not to miss any detail, Dragon have included plastic bolt heads on one of the sprues that are to be shaved off and applied to the frame around the etched brass screen section.

The track-guards are separate and feature full details on the upper and lower faces. All the tools are separate parts and their holding clamps are provided on the brass fret. The perforated grouser box is provided as an optional plastic or etched brass assembly. Two options are provided for the stowage placement and you get optional stowage bins depending on which unit you wish to model. I would recommend consulting your references here.

The main turret shell is slide moulded single part to which you then add a full interior. Dragon provides a multi-part commander's cupola with clear plastic vision blocks and another nicely detailed hatch lid with headpad. To the lower rear plate you add the ammunition stowage before fixing it and the turret race to the main shell. The main gun fits onto the correct Ausf E/F front mantlet, itself detailed on both sides.

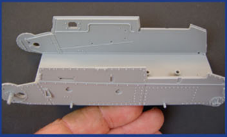
Instructions are typical Dragon, sometimes confusing, but take your time and all will work out well.

Detail throughout is outstanding and from the main parts that I have assembled the fit is very good. Dragon has left some room for extra detail regarding the interior, but bearing in mind what can be seen through the hatches any omissions do not in my view detract from what is a sound kit. ■

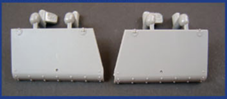


The revised photo-etched fret.

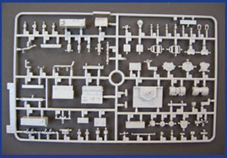
Thanks to The Hobby Company Limited for the sample www.hobbyco.net



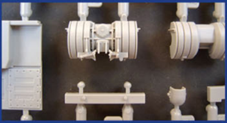
The hull tub. Some of the interior detail has already been moulded to the inside of this part.



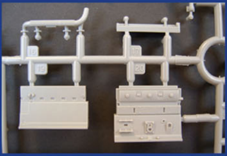
The new engine hatch lids.



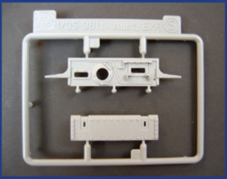
The sprue containing most of the interior parts.



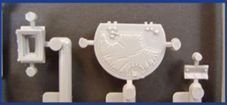
Note the level of detail on the transmission.



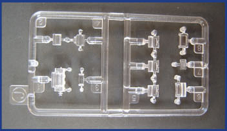
Full engine detail is also included.



Sprue S, showing interior detail behind the glacis plate.



Headpad detail underneath the main hatch. This area is often ignored.



The clear parts sprue.

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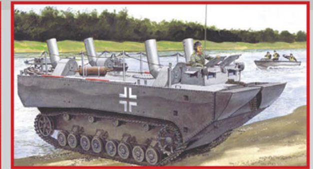

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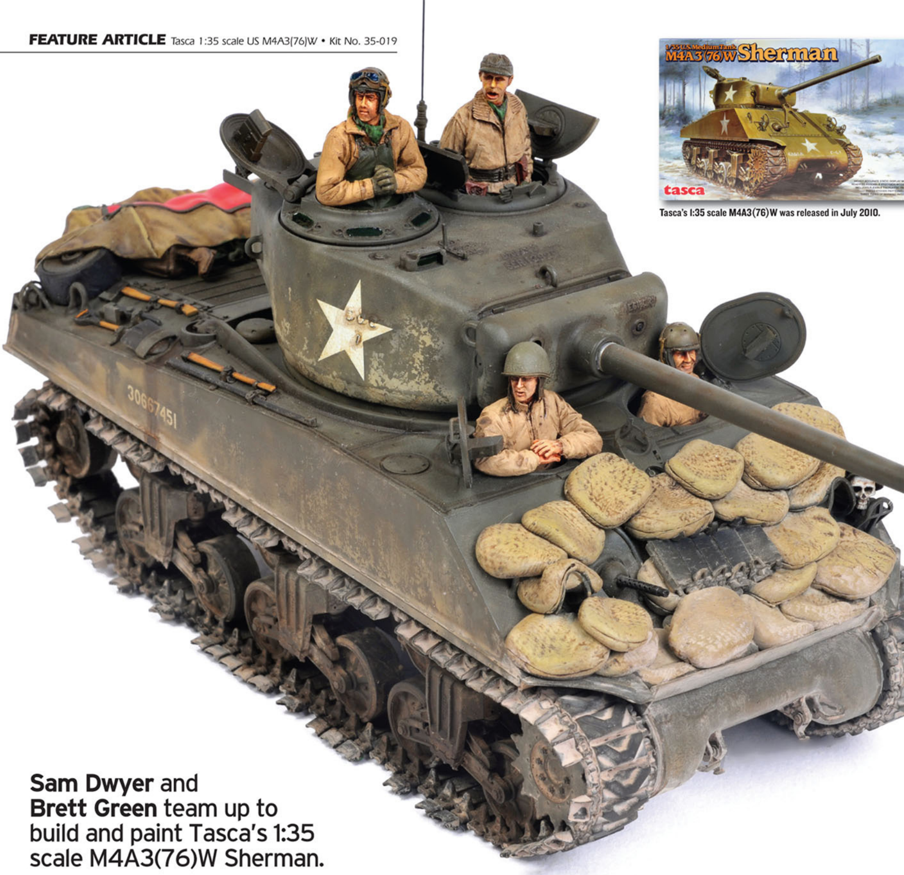


Tasca's 1:35 scale M4A3(76)W was released in July 2010.

Sam Dwyer and **Brett Green** team up to build and paint Tasca's 1:35 scale M4A3(76)W Sherman.

SPIRIT OF 76

The M4A3(76)W tank was the penultimate US Sherman derivative of the Second World War.

The M4A3 was fitted with the powerful and reliable Ford V8 engine. In 1944, the angle of the M4A3 front glacis was changed to 47°. Vision slots were also deleted and replaced with periscopes in the top of the hatches. The (76)W variant was armed with the 76mm M1 or M1A1 main gun.

The "W" in the tank's title means that is has ammunition stowage surrounded by a glycol jacket to prevent the rounds exploding the instant they were hit by a German tank or anti-tank gun. A U.S. Army study in 1945 concluded that only 10-15 percent of wet-stowage Shermans burned when penetrated, compared to 60-80 percent of the older dry-stowage Shermans.

One of the key improvements to the Sherman was the introduction of the larger T23 turret, which incorporated two big hatches in the roof and the 76mm gun as the main armament.

This version of the Sherman was fielded relatively late in the war, becoming commonplace only well after the D-Day landings. Although the 76mm gun was an advance over the original 75mm gun in terms of anti-tank performance, it was still incapable of penetrating the front glacis plate of the Panther tank at any distance, and could only penetrate its mantlet at ranges of less than 100 metres. Furthermore, the 76mm high explosive shell was noticeably less effective than the HE ammunition used by the earlier 75mm gun.

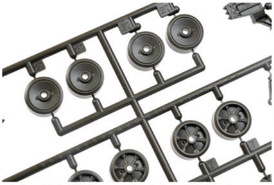
Despite its shortcomings, from late 1944 the M4A3(76)W became the preferred tank of the U.S. Army in North Western Europe.

WHAT'S IN THE BOX?

Tasca has now turned its attention to this definitive US Army Sherman variant.

Tasca's 1:35 scale U.S. Medium Tank M4A3(76)W Sherman is a substantially new model compared to the Sherman releases that have come before it. The kit comprises

The turret features some cast texture already moulded in place.



A choice of plain dished or pressed spoked wheels is offered.

The Commander's cupola is supplied as optional solid plastic and a clear parts. The latter version permits the modeller to mask the clear vision blocks before painting the model.

around 400 parts in dark green plastic, 16 parts in clear, a small photo-etched fret, a sprue full of clear polythene caps, a sheet of flexible material for cushioning the suspension units and four lengths of flexible vinyl track.

All of the key features of the M4A3(76)W are present, including the 47° glacis hull with the enlarged hatches, the correct rear deck configuration, the T23 turret and two styles of 76mm gun barrel. All of these parts are brand new. Also new are the optional plain dished road wheels, which supplement the alternative set of stamped solid spoke wheels on the same sprue.

Another nice touch is the inclusion of a clear Commander's cupola. This will be ideal for modellers who want to mask off the vision blocks for a very realistic result. Periscopes and light lenses are offered as clear parts too. For those who prefer to paint their vision blocks, a solid green plastic cupola is also supplied.

Tracks are T48 Rubber Chevron. As is the usual practice from Tasca, these are supplied in four flexible lengths. Two of the brown vinyl lengths make up each side of the track runs.

The M2 .50 cal machine gun has been seen in earlier releases. This is a little gem. Jerry cans are supplied too.

The modest photo-etched fret includes brush guards for the lights and periscopes.

Three marking options are provided for U.S. Army vehicles in northwest Europe 1944-1945. These include one distressed option with partially overpainted stars. The printed effect looks great.

This new1:35 scale U.S. Medium Tank M4A3 76(W) is presented to the same high standard as Tasca's earlier Sherman variants. The bulk of the sprues are all-new mouldings, but I have no doubt that this kit will be just as nice to build as Tasca's previous releases.

A TALE OF TWO CITIES

Back in 2010, I built Tamiya's 1:35 scale ISU-152 and passed it on to Sam Dwyer for painting and finishing.

A few months ago, Sam returned the favour.

I received a phone call from Sam telling me that he had finished building the Tasca kit and asking if I would be interested in painting it. I leapt at the chance, although I confess that I felt an extra burden of responsibility to deliver a scheme that would be worthy of Sam's excellent construction.

I put these misgivings behind me, however, and looked forward to receiving the package with Sam's built model.

Although both Sam and I live in Australia, he is in Melbourne and I am 1,000 km north in Sydney. We would have to trust Sam's precious build to the tender mercies of Australia Post when the time came.

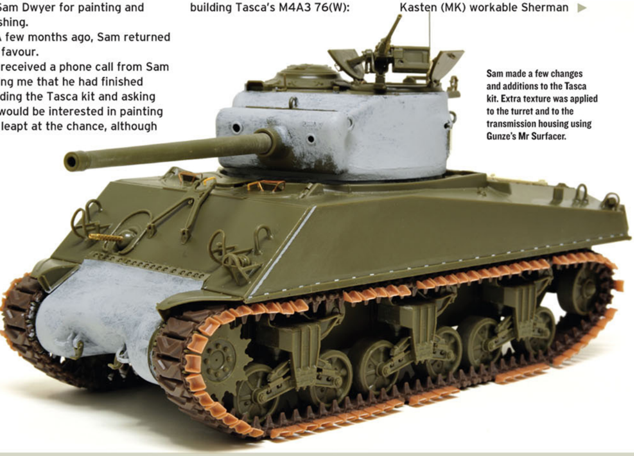
But I am getting ahead of myself.

Sam takes up the story of building Tasca's M4A3 76(W):

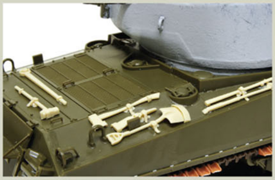
SAM'S STORY - BUILDING TASCA'S M4A3(76)W

Tasca Modellisimo has been around for a few years now. New releases from this Japanese manufacturer are always welcome, and this Sherman version has long been a favourite of mine, so I jumped at the chance to build it when it was released. I ordered mine direct from Tasca's website, and it arrived a few days later - although it seemed like an eternity!

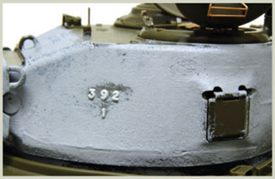
Construction starts with the tracks and suspension components. I decided early on to use Model Kasten (MK) workable Sherman ▶



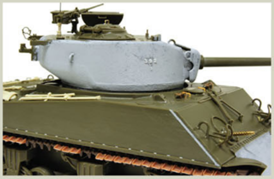
Sam made a few changes and additions to the Tasca kit. Extra texture was applied to the turret and to the transmission housing using Gunze's Mr Surfacer.



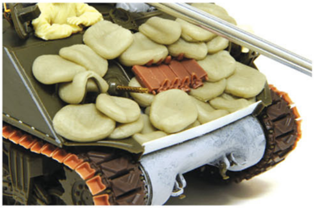
The resin pioneer tools are from Formations. These are cast with retaining clasps and straps already in place. The track extensions are from Model Kasten. They have been glued straight onto the kit's flexible tracks.

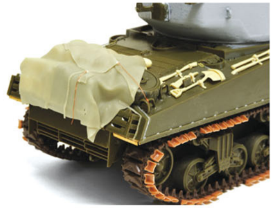


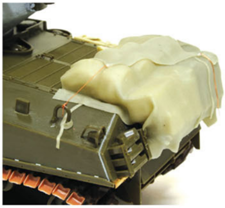
The cast markings on the turret sides were sourced from white styrene Slaters numbers.

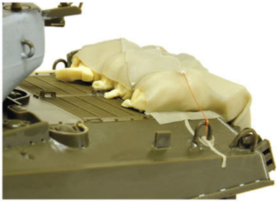


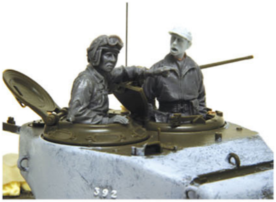
The big weld on the turret was emphasised too. Note the additional work done on the diagonal weld bead at the front of the hull and the puttied spot welds above the sand shield attachment strips.

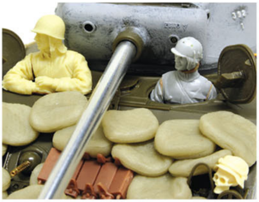

Sandbags were added to the glacis plate. These were formed from Aves Apoxie Sculpt epoxy putty. Each sandbag was pushed down with a finger inside an old T-shirt to add texture and sag.


Thinly rolled out Apoxie Sculpt was also used to create the thin tarpaulin and aircraft identification panel on the rear deck.

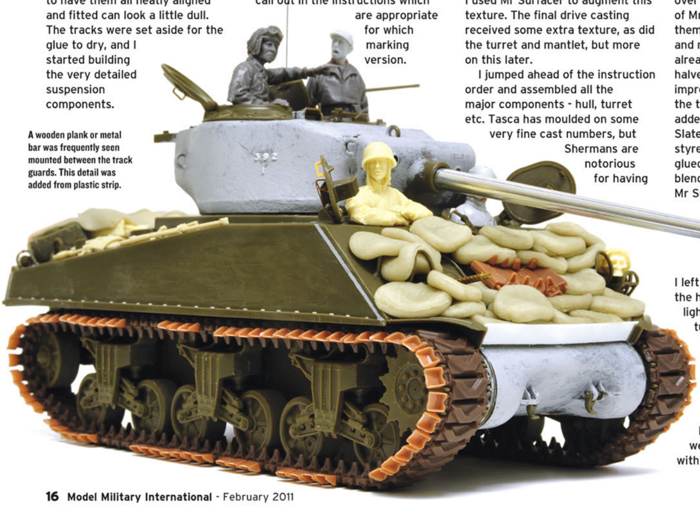

The ID panel was tied down to the rear lifting hooks with thin copper wire to avoid that "floating stowage" look!


Several packs and a mysterious resin boot poke out from under the front of the tarp, adding a hint of the stowage underneath.


The two turret figures were based on Dust Models Item No. D35025 - US Tankers. The loader's head has been swapped out here, and the Commander's arms will be changed later.


The driver and radio operator are from S&T (ST035004 - US Tanker in Winter Gear) and Alpine Miniatures (35009 - US Tanker).

track, then very quickly decided to use the excellent vinyl kit tracks. These are really very detailed and far easier to use than the 6 parts per link MK track! I did glue the MK duckbill track extenders to the kit tracks, using CA glue. I left off quite a few of these extenders as wartime shots show them bent and missing all the time, and I think to have them all neatly aligned and fitted can look a little dull. The tracks were set aside for the glue to dry, and I started building the very detailed suspension components.


A wooden plank or metal bar was frequently seen mounted between the track guards. This detail was added from plastic strip.

The suspension, if built per the instructions, can be made workable. However, I tend not to make use of this feature unless the model is destined for a diorama base. In this case I assembled the parts, then firmly glued the suspension so that it did not articulate. Tasca provide both the plain and the 'fancy' sprockets and call out in the instructions which are appropriate for which marking version. Thanks Tasca!

The lower hull is made up of flat plates. This can often be a recipe for misalignment, but in this case the parts fit together perfectly. You can see where Tasca has spent money on getting the moulds right. The only putty used anywhere on this kit is on the areas that represent cast texture, I used Mr Surfacer to augment this texture. The final drive casting received some extra texture, as did the turret and mantlet, but more on this later.

I jumped ahead of the instruction order and assembled all the major components - hull, turret etc. Tasca has moulded on some very fine cast numbers, but Shermans are notorious for having cast numbers on virtually every component, and there are some missing from this model. I ordered a set of Archer US cast numbers (Archer AR88007). These are tiny resin waterslide decals, applied like a regular decal, that have the correct cast numbers printed on. I applied these cast numbers as per the Archer instructions, then went over them with a thin application of Mr Surfacer just to blend them in. They worked perfectly and matched the cast numbers already on the kit. Once the turret halves were glued together, I improved the casting join line on the turret sides and rear, then added some cast numbers using Slaters' numbers. These are white styrene numbers and letters that I glued using regular liquid glue and blended into the turret with more Mr Surfacer.

Once the main parts are together, it is time to move onto the details - the fun stuff!

Starting at the front, I left the headlights off and plugged the holes in the glacis where the lights would go. There is a tiny tubular mount on the headlight guards for this plug. I added some tiny photo-etched chain between the storage mount and the plug itself. This was later covered with sandbags, but hey, at least I know it is there! The kit tools were put aside. I replaced them with Formations resin tools (F018

Sherman Pioneer Tools). These are beautifully cast, and have the leather retaining straps cast in, saving a huge amount of work.

Wartime photos of Shermans always show them snowed under by piles of stowage, and late war shots show them weighed down with mountains of sandbags and other improvised add-on armour. I started by adding some stowage, jerry cans from the kit (Tasca jerries are the finest on the market. It really is a shame to cover them in tarps!) and various ammunition cans and storage items from the spares box. I found a resin set of four duffel bags and an empty pair of boots, but for the life of me I have no idea what detail set these came from. Once I was happy with the stowage I covered it all in thinly rolled out Aves Apoxie Sculpt to simulate a tarp. This was tied down to the model, as it would have been in real life. No Verlinden Magic Stowage Glue used here!

An air recognition panel was also added from rolled out putty and again was tied down to the model. Moving to the front, I added sandbag armour to the glacis plate using more Apoxie Sculpt. Once each sandbag was fashioned I applied it to the model, and pushed it down a little with my finger inside an old T-shirt. This helped them look like gravity and the motion of the tank has made them all flat and mushed together somewhat, and also imparted a woven Hessian like texture.

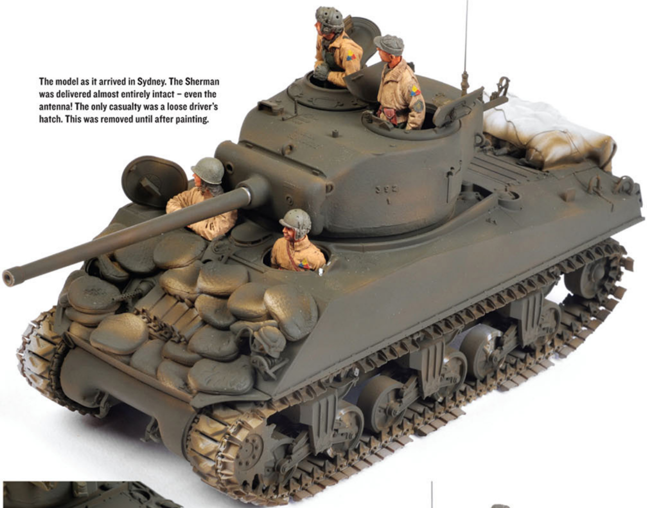
The kit gun barrel, while nice, is a two-piece affair, and I just hate cleaning up two-piece halved barrels. I therefore opted for a Passion Models turned barrel (PM35-051). This is a push fit straight into the kit mantlet. I also added the tip of a .30 cal gun barrel to the mantlet. Strangely, this is not included in the Tasca kit.

The gorgeous turned brass .30 cal hull gun barrel is Armorscale item no. B35064.

Other extras included the skull, which was from a long out of production Warriors head set (WA35530) and the aerial from Formations (item no. F010).

CREWING UP

Models always look incomplete without a figure or two (or four). Our illustrious Editor provided me with some lovely Dust Models US Tankers (D35025). I used these fellows for the turret crew. The driver is from Alpine Miniatures (35009) and the co-driver is an S&T Models figure (STP35004). ▶



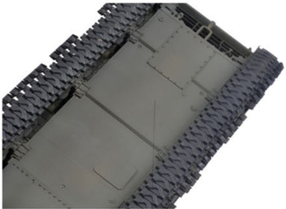
The model as it arrived in Sydney. The Sherman was delivered almost entirely intact – even the antenna! The only casualty was a loose driver's hatch. This was removed until after painting.

Sam had primed the entire model with Tamiya Grey Primer, and applied a base coat of Tamiya XF62 Olive Drab, straight from the bottle before dispatching it up the Hume Highway.

Sam painted the figures too.

TAMIYA EXTRA THIN CEMENT
タミヤセメント（流し込みタイプ）

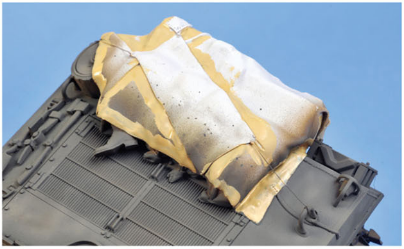
One of only two times that Brett used glue on this model was to fix the road wheels in place. A drop of Tamiya Extra Thin Liquid Cement was applied to the axle of each wheel to prevent them from moving once they were painted.



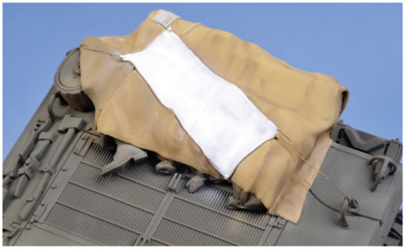
The paint job started with the tracks and running gear receiving a dark coat of Tamiya XF-1 Flat Black and XF-64 Red Brown mixed in a ratio of 50/50. A fairy solid application of Tamiya XF-51 Khaki Drab was then sprayed over all the camouflaged surfaces.

Tamiya XF-51 Khaki Drab was mixed with XF-49 Khaki in equal parts. A thin mix was applied in streaks, patches and mottles as a different shade to break up the large drab expanses of dark colour.

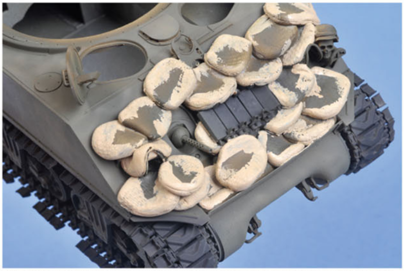
The turret received the same treatment. A third shade, slightly lighter, was also applied, followed by a sparing application of spots and streaks in the original XF-51 Khaki Drab.



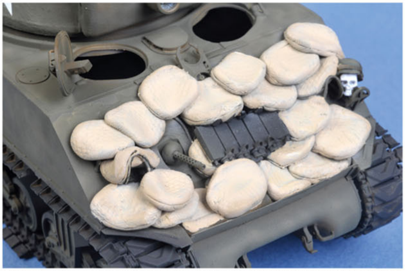
The outline of the tarpaulin was brush painted in Tamiya XF-59 Dark Yellow and XF-60 Dark Yellow.



The empty spaces were filled in with the Iwata HP-CH airbrush. The folds and recesses of the tarpaulin were carefully sprayed with a very thin mix of Tamiya XF-1 Flat Black and XF-64 Red Brown. The ID panel was primed with Tamiya XF-2 Flat White to assist the coverage of the red paint later on.



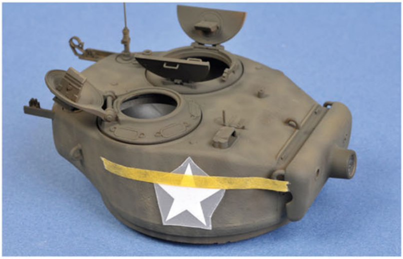
Similar to the tarp on the back, the outline of the sandbags on the glacis plate were brush painted, this time using Tamiya XF-57 Buff.



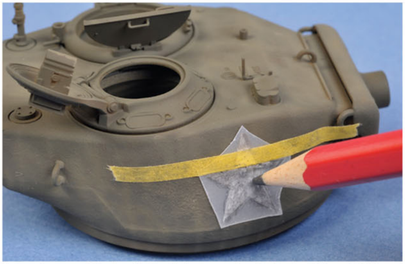
The blank areas were filled with Buff applied with the airbrush. Poor Yorick on the side of the glacis was painted white at this time too.

US stars in circles
2 sheet pack
1/35 scale
$13
Archer
FINE TRANSFERS

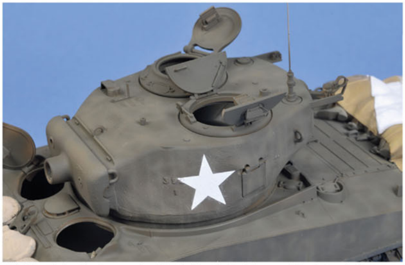
Brett wanted to apply the main markings before weathering commenced. The most prominent of these were the stars on the side of the turret. Archer Fine Transfers provided these, although the stars had to be cut out from inside the circles.



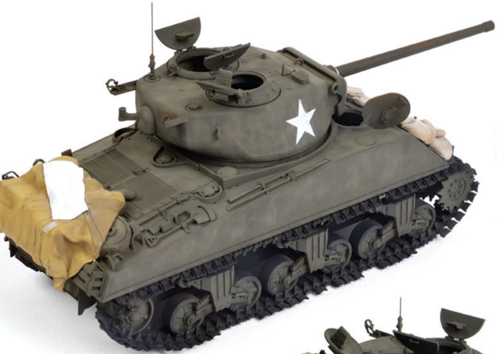
With the stars cut out, the dry transfers were carefully lined up on the turret sides and tapes in place.



Brett used a common 2B lead pencil to burnish the star onto the painted surface of the model. Make sure you rub the entire star. This works best if the point is not too sharp.



Voila! When the backing sheet – or should that be "fronting" in this case – of the dry transfer is removed, we are left with a vibrant white star that conforms perfectly to the model's surface texture and has no carrier film.



The model is now ready for some further weathering and detail painting.

Some slight modifications were made to get these guys to fit the tank properly, nothing too major, just some bending of arms and repositioning of heads. Once glued together, these were painted with oils and Vallejo acrylics.

The model and the figures were carefully packaged up for their trip north to Sydney, for Brett Green to get stuck into the paint scheme.

BRETT'S STORY – PAINTING GETS UNDERWAY

Sam's Sherman survived the tender mercies of Australia Post almost completely intact. Even the Formations aerial, fixed to the model before it was packed and shipped, was still proudly in place. The only minor problem was the driver's hatch, which had come loose in transit. I cut the hatch off cleanly so that I could glue it on again properly after the model was painted.

Sam had sprayed the entire model with Tamiya Grey Primer and applied a basic coat of Tamiya XF-62 Olive Drab straight from the bottle. This saved me quite a bit of time.

Before breaking out the airbrush, however, I decided to fix the road wheels in place. Sam had taken care to make sure they rotated, but I spoiled all his extra effort by brushing a spot of Tamiya Extra Thin Liquid Cement onto the axle of each wheel. This ensured that any bare plastic was not unintentionally exposed if the wheels rotated after painting.

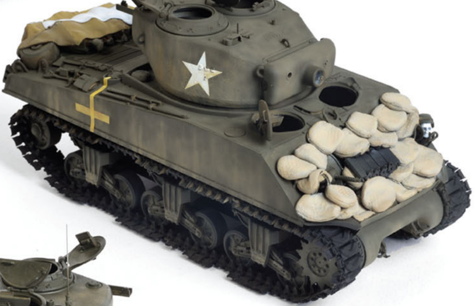
The first painting task was to coat the tracks and the general area of the tyres in a dark mix of XF-1 Flat Black and XF-64 Red Brown.

Next, a fairy solid application of Tamiya XF-51 Khaki Drab was sprayed over all the camouflaged surfaces. Khaki Drab is a little lighter than Tamiya's Olive Drab, and makes a good base colour for an Olive Drab vehicle.

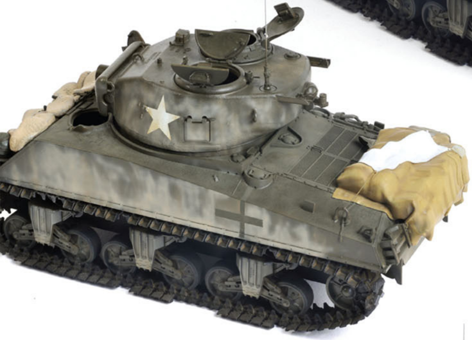
Tamiya XF-51 Khaki Drab was mixed with XF-49 Khaki in equal parts. A thin mix was applied in streaks, patches and mottles as a different shade to break up the large drab expanses of dark colour. The turret received the same treatment. A third shade, slightly lighter, was also applied, followed by a sparing application of spots and streaks in the original XF-51 Khaki Drab.

The tarpaulin and ID panel were painted by brushing the outline and airbrushing the larger areas between.

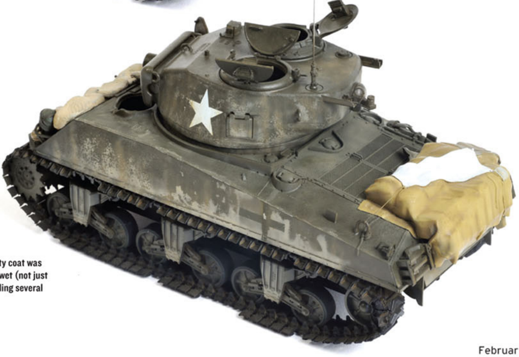
I wanted to apply the main markings before weathering commenced. The most prominent of these were the stars on the side of the turret. These were sourced ►



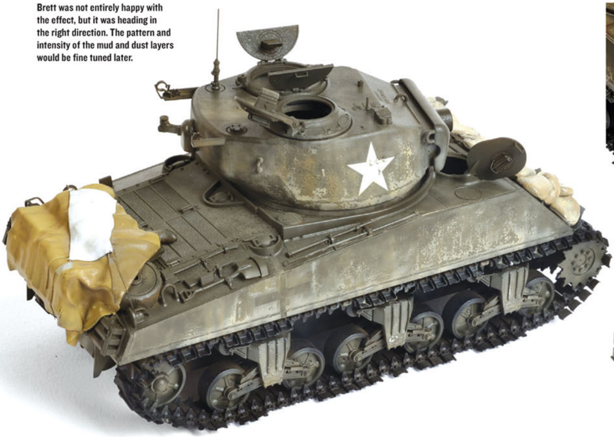
The weathering was inspired, if not actually based on, one of the photos in Bruce Culver's accompanying Think Tank reference article. A cross was masked on the rear hull. This cross will eventually represent a vertical fuel stain and a horizontal overpainting of a serial number. A dusty / muddy blend of heavily thinned Khaki and Dark Yellow was sprayed (in a purposefully random fashion) onto the hull sides and turret.



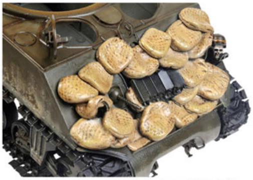
Before the next stage of painting, a generous coating of hairspray was applied straight from the can. After less than half an hour, a coat of a pale dusty colour was sprayed over the hull sides and turret. This dust shade was a thin mix of Tamiya XF-55 Deck Tan and XF-57 Buff.



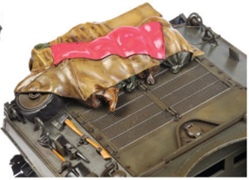
The bulk of this pale dusty coat was scrubbed off with a stiff wet (not just damp) paintbrush, revealing several layers of dust and mud.



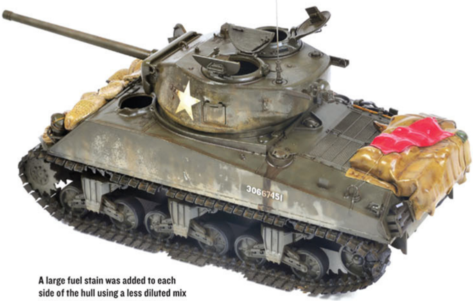
Brett was not entirely happy with the effect, but it was heading in the right direction. The pattern and intensity of the mud and dust layers would be fine tuned later.



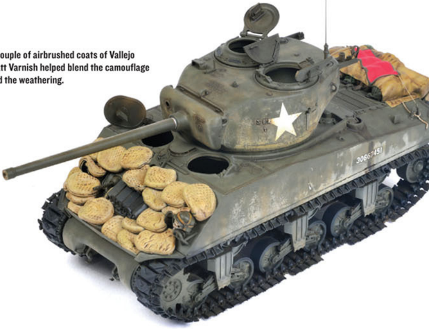
Future floor polish was sprayed onto the model to help the planned oil wash to spread naturally. Winsor & Newton Raw Umber and Lamp Black were mixed with Pure Gum Turpentine and applied with a soft brush to the sandbags.



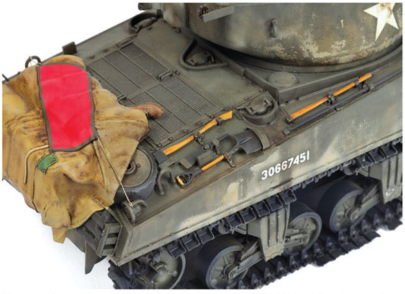
The same treatment was given to the tarpaulin, and the now-painted red ID panel. Detail features such as bolt heads and filler caps also received the same wash, but applied more precisely with a fine brush.



A large fuel stain was added to each side of the hull using a less diluted mix of Winsor & Newton oil paints.



A couple of airbrushed coats of Vallejo Matt Varnish helped blend the camouflage and the weathering.



Wooden tool handles were painted with a base coat of Tamiya XF-60 Dark Yellow followed by a streaky brush coat of X-26 Clear Orange, before a coat of Vallejo flat was applied. The Olive Drab border of the ID panel was brush painted. The wobbly lines were tidied up a bit later.

from Archer Fine Transfers. Sam had actually sent these up with the model. They were the circle border style, so the stars were cut from inside the circles before they were applied.

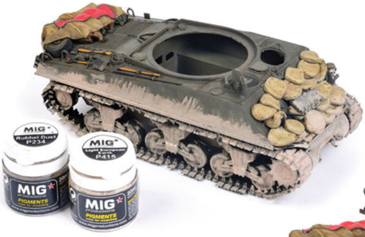
WEATHERING AND DETAIL PAINTING

The weathering was inspired, if not actually based on, one of the photos in Bruce Culver's accompanying Think Tank reference article. A cross was masked on the rear hull. This cross represents a vertical fuel stain and a horizontal overpainting of a serial number. A dusty / muddy blend of heavily thinned Khaki and Dark Yellow was sprayed (in a carefully random fashion) onto the hull sides and turret.

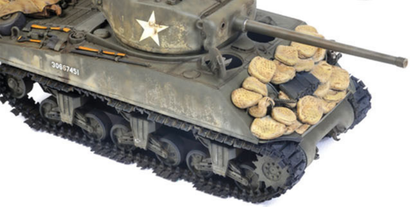
Before the next stage of painting, a generous coating of hairspray was applied straight from the can. After less than half an hour, a coat of a pale dusty colour was sprayed over the hull sides and turret. This dust shade was a thin mix of Tamiya XF-55 Deck Tan and XF-57 Buff. The bulk of this pale dusty coat was scrubbed off with a stiff wet (not just damp) paintbrush, revealing several layers of dust and mud.

The look was not quite what I was hoping for, but at least it was headed in the right direction. I would do some fine-tuning later.

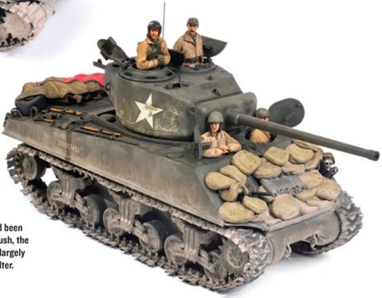
For the moment though, Future floor polish was sprayed onto the model to help the later oil wash to spread naturally. Winsor & Newton



The final weathering step was to add Mig Pigments to the tracks, running gear and the lower hull. Brett used a mix of Rubble Dust and Light European Earth. The two pigments were mixed with water and liberally brushed onto the model. When dry, we see this chalky finish.



The dust effect was toned down slightly with a selective application of Tamiya XF-51 Khaki Drab. Even after this treatment, the layers are still evident.



Even after the pigments had been scrubbed with a stiff dry brush, the airbrushed dust effect was largely obscured by a pale pastel filter.

Raw Umber and Lamp Black were mixed with Pure Gum Turpentine and applied with a soft brush to the sandbags. The tarpaulin and the now-painted red ID panel were given the same treatment. Detail features such as bolt heads and filler caps also received a wash, but applied more precisely with a fine brush. A large fuel stain was added to each side of the hull using a less diluted mix of Winsor & Newton oil paints.

A couple of airbrushed coats of Vallejo Matt Varnish helped blend the camouflage and the weathering.

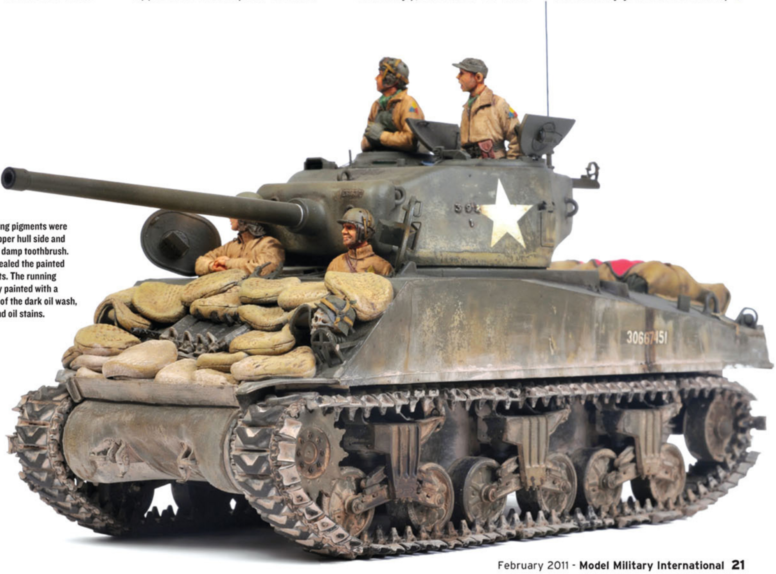
Wooden tool handles were painted with a base coat of Tamiya XF-60 Dark Yellow followed by a streaky brush coat of X-26 Clear Orange, before the Vallejo flat coat was applied. The Olive Drab border of the ID panel was hand painted too.

The earlier dust effect was toned down slightly with a selective application of Tamiya XF-51 Khaki Drab. Even after this treatment, the layers were still evident.

The final weathering step was to add Mig Pigments to the tracks, running gear and the lower hull. For recent European subjects, I have used a 50/50 mix of Rubble Dust and Light European Earth, which seems to be a nice colour for this theatre of operations. The two pigments were mixed with water and liberally brushed onto the model.

Alarmingly, even after the dried residue had been scrubbed with a stiff brush, the vehicle still looked as if it had driven through an explosion in a pigment factory.

Most of the remaining pigments were therefore scoured from the upper hull side and running gear with a damp toothbrush. This once again revealed the painted dust and mud effects, but the pastels remained subtly in some of the recessed areas and especially the wheels, suspension and tracks. The running gear was selectively ▶



Most of the remaining pigments were scoured from the upper hull side and running gear with a damp toothbrush. This once again revealed the painted dust and mud effects. The running gear was selectively painted with a slightly thicker mix of the dark oil wash, representing dirt and oil stains.

The painted figures, here looking like a bizarre barbershop quartet, were touched up with a spot of paint here and there. Additional oil washes were also applied to the uniforms.

painted with a slightly thicker mix of the dark oil wash, representing dirt and oil stains.

Sam had painted the figures before he sent the package, so I just touched up a few spots here and there with Vallejo acrylics. I also gave the Commander and loader bright green scarves for no particularly good reason.

The Commander did not want to sit in place with his elbows resting on the front of the cupola, so I drilled a hole in the base of his torso and mounted him on a length of brass rod. A corresponding hole was drilled into the plastic floor of the turret and the rod was slotted in for a perfect pose.

The other figures were installed to complete the project.

CONCLUSION

Tasca's 1:35 M4A3(76)W Sherman is a lovely kit, and this joint project between Sam and myself was a real pleasure.

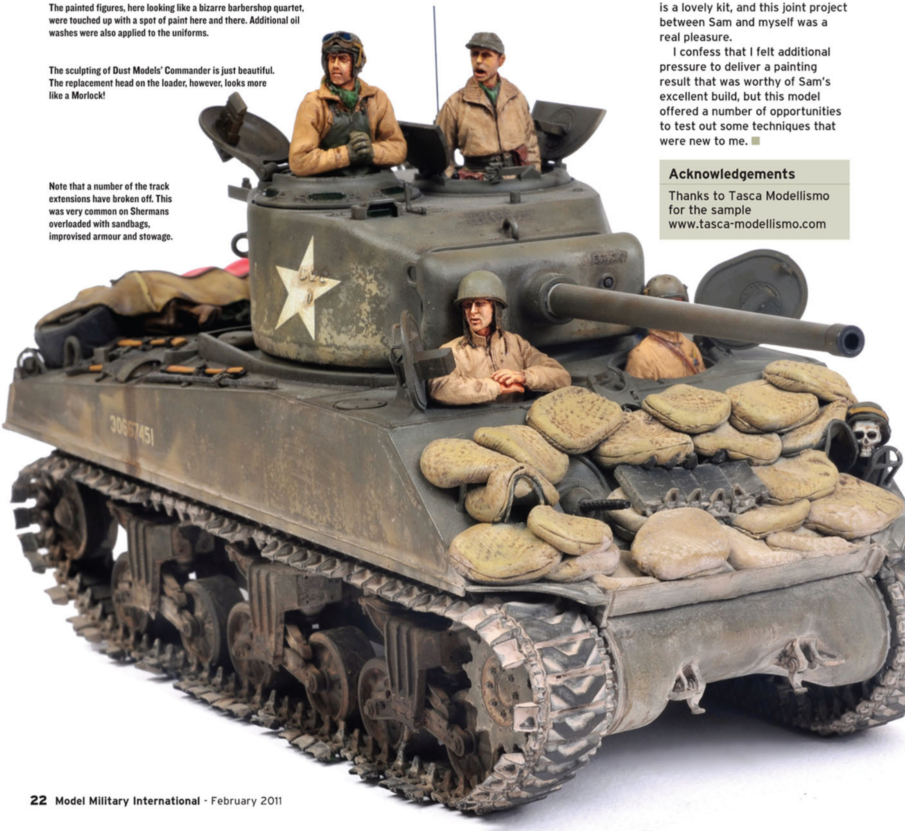
I confess that I felt additional pressure to deliver a painting result that was worthy of Sam's excellent build, but this model offered a number of opportunities to test out some techniques that were new to me. ■

Acknowledgements

Thanks to Tasca Modellismo for the sample
www.tasca-modellismo.com

The sculpting of Dust Models' Commander is just beautiful. The replacement head on the loader, however, looks more like a Morlock!

Note that a number of the track extensions have broken off. This was very common on Shermans overloaded with sandbags, improvised armour and stowage.



The Commander's vision blocks were first painted black. Following weathering and the Vallejo matt finish, the moulded ovals were carefully painted Tamiya XF-28 Clear Green, followed by a final coat of Future floor polish.

The Slaters casting numbers on the side of the turret are quite obvious even under paint and decals. A slim section of the rear of the Passion Models turned metal gun barrel was masked off and retained its bare metal finish.

The tarpaulin and the colourful ID panel lend plenty of interest to the rear deck. The rogue boot and a hint of several packs may be seen here. They have all been painted slightly different shades.

> **"Models always look incomplete without a figure or two (or four)..."**

Tasca's 1:35 scale M4A3(76)W was a joy to build, paint and weather.

The weathered finish of the dark yellow tarpaulin is intended to convey the impression of a weatherproof oilskin.

Detail on the skull was highlighted with an oil wash.

Modelspec

Tasca 1:35 scale US Medium Tank M4A3 76mm (W)
Kit No. 35-019

Tools and Materials Used

Iwata HP-CH Airbrush, Aves Apoxie Sculpt, Old toothbrush.

Accessories Used

Alpine Miniatures 35009 - US Tanker
Archer Fine Transfers AR88007 - Cast Numbers
Archer Fine Transfers AR35048W - US Stars in Circles
Armorscale B35064 - .30 cal Gun Barrel
Bison Decals 35084 - US M4A3 (76) and M4A3E8
Dust Models D35025 - US Tankers
Formations F010 - Aerial
Formations F018 - Pioneer Tools
Model Kasten SK-48 - Track End Connectors
Passion Models PM35-051 - 76mm Barrel
S&T ST035004 - US Tanker in Winter Gear
Warriors WA35530 - Skull from Head Set (out of production)

Paints Used

Tamiya Acrylics: X-23 Clear Blue; X-26 Clear Orange; X-28 Clear Green; XF-1 Flat Black; XF-2 Flat White; XF-27 Black Green; XF-49 Khaki; XF-51 Khaki Drab; XF-55 Deck Tan; XF-57 Buff; XF-59 Desert Yellow; XF-60 Dark Yellow; XF-62 Olive Drab; XF-64 Red Brown.
Vallejo Acrylics: Various colours for detail painting and figures.
Vallejo Flat Clear Acrylic
Winsor and Newton Oil Paints: 554 Raw Umber; 337 Lamp Black
Future Floor Polish (not exactly a paint, but used as a gloss coat)

Weathering Products

Aerosol Hairspray (any brand will do really).
Mig Pigments: P234 Rubbel (sic) Dust; P415 Light European Earth

✓ Beautifully detailed; clever engineering; straightforward construction; accurate.

✗ Working suspension may be stressed by vinyl tracks.

Available from

Tasca products are available online from www.tasca-modellismo.com
In the USA, Tasca products are available from Pacific Coast Models www.pacmodels.com

Rating ●●●●●●●●●◐

the internationalcentre

A POSTCARD FROM TELFORD

The Editor takes a stroll around the aisles of Scale Model World 2010, the IPMS UK Nationals at Telford.

I have been lucky enough to visit a number of big model shows around the world in the last decade. Each show has a personality of its own.

The character of Scale Model World is unmistakably social.

The IPMS UK Nationals, Scale Model World, is held each November at The International Centre in Telford, west of Birmingham in England's Midlands. Although the weather is invariably chilly and the skies are grey, the three large halls provide a happy sanctuary for modellers.

This is a truly international event. Visitors flock to the show from all over the UK and Europe, and from as far afield as the USA. I even bumped into at least two other Australians too. There is always a lively dedicated international section set up, and this year was no exception. Food and drink are the order of the day in this quarter. Whether you are thirsting for a beer or you have a hankering for a slice of reindeer, you'll find what you want here.

The halls are also packed with traders, display stands and the IPMS national competition.

Although there were not a large number of new military kits on display, both Accurate Armour and Resicast had some brand new and forthcoming releases at their stands.

Accurate Armour featured a Scammell Explorer 6x6 Breakdown Tractor, a Malay Dingo conversion (with a Ferret armoured car turret) and a Humber FWD 8cwt Light Ambulance in 1:35 scale, with a Thompson Vc three-wheeled RAF refueller in 1:48 scale. We will see more releases in both scales before long too.

Resicast had their incredible, all-new 1:35 scale Comet available. This model features full interior detail – engine bay, fighting compartment and turret. Also on hand was the Sherman ARV Mk.II, available both as a conversion and as a full kit, although their current stocks had sold out before the close of the first day.

As always, the local UK model clubs and Special Interest Groups were out in force with some creative and colourful displays. It is always great to see many models following a particular theme on these stands.

Traditionally, the greater number of competition entries are aircraft. There was certainly a majority of winged models at Telford this year, but military vehicles made an excellent showing both in quantity and quality.

Crowds were up on the last few years, especially on Saturday when the aisles were packed from opening until the final closing announcement. A straw poll of traders suggested that visitors were buying plenty of kits and accessories over the two days too.

The organisers of Scale Model World are to be congratulated for another excellent show that was enjoyed by all. I will look forward to see what is in store for us next year at Telford! ■

MMI contributor Andy King (left), and Brett Green.

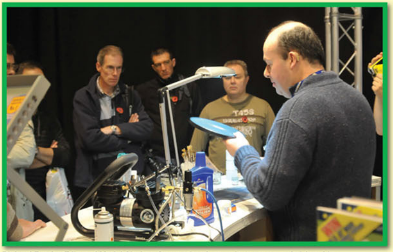
Ted Taylor is a long-time fixture at the IPMS UK Nationals. It was great to see him there again this year.

Graham Tetley, one of MMI's busy crew of reviewers.

David Hannant dealing with the crowds at the big Hannants stand.

Jamie Haggo, Royal Navy pilot recently returned from the Gulf and a regular contributor to Model Airplane International. We will see Jamie's work in MMI later this year too.

Derek Hansen from Accurate Armour.


Richard Franks, Editor of Model Airplane International magazine, ran several airbrushing demonstrations on each day of Scale Model World.

Accurate Armour had plenty of new and forthcoming releases on display.

ay DINGO
Turret and Decals

This is a Malay Dingo conversion using a Ferret Turret from Accurate Armour.

HUMBER FWD
8cwt 4x4
Light Ambulance
Accurate Armour
A1 21 91 08
89

The new 1:35 scale Humber FWD 8cwt 4x4 Light Ambulance was also on display.

The 1:48 scale Thompson Vc three-wheeled RAF refueller was another new Accurate Armour release unveiled at Scale Model World.

Stocks of Resicast's 1:35 scale Sherman ARV Mk.II conversion sold out on the first day.

Kit Form Services was on hand with its big 1:24 scale vehicles.

The 1:24 Kit Form 6x6 Alvis Saracen APC Mk5/6 looked very impressive, built and painted on the stand.

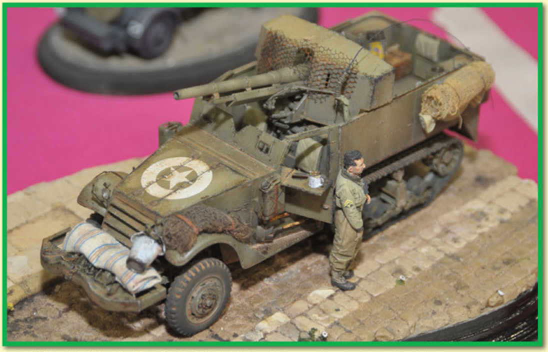
The Humber Pig was another unusual subject in 1:24 scale from Kit Form Services.

A 1:35 scale Skoda PA II Armoured Car in competition. This is the JP Hobby kit.

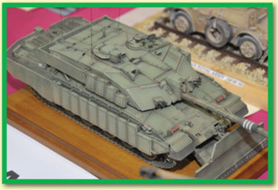
Rolls Royce Armoured Car in 1:35 scale.

Tamiya's 1:35 scale Chevy was also in competition.

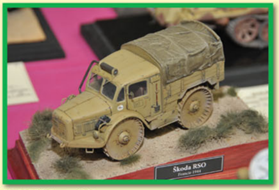
This Dragon Henschel King Tiger featured a striking, hard-edged paint finish.



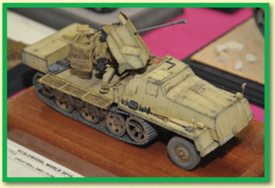
Dragon's 1:35 scale M3 75mm Gun Motor Carriage built straight form the box except home made stowage and straps.



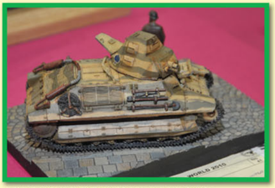
1:35 scale Challenger 2 with slat armour and a dozer blade.



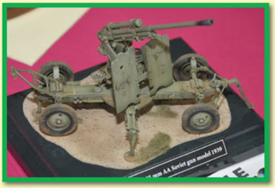
Skoda RSO, France 1944.



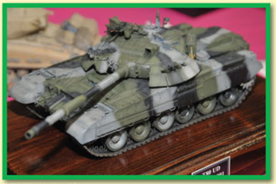
This beautiful GreatWall sWS + Flak 43 won Gold.



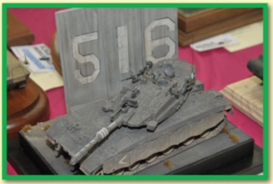
Azimut's 1:35 scale FCM 36 with a scratch built interior.



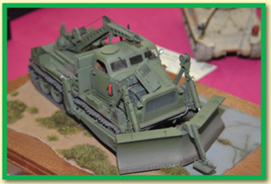
Soviet 52-K 85mm Anti-Aircraft gun, Model 1939



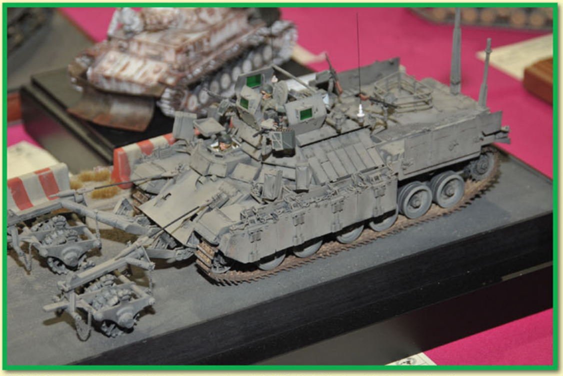
T-80 UD, Model 1991.



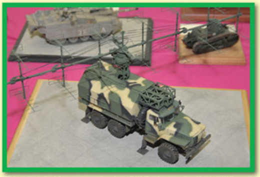
Legend's 1:35 scale Merkava 3 and an impressive section of wall!



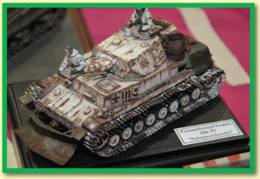
Panzer Shop's 1:35 scale resin BAT M Heavy Engineer's Vehicle. Much of the original kit was replaced with styrene and brass.



AFV Club's Centurion with the Legend Magnachon conversion and wheels, Fruil metal tracks and the Academy mine roller.



This remarkable contraption is a P18 Radar on the Ural 4320 chassis. This is based on a Revell 1:35 scale Ural truck kit, but the rest was scratch built from styrene and brass.



Dragon's 1:35 scale Panzer IV with a scratch built plough. Twelve of these were manufactured in 1942.

Ural 4320 scratch built conversion based on the Revell truck.

1:35 scale Crusader wearing Caunter camouflage.

Dragon's 1:35 scale s.10cm Kanone 18.

Locomotives were quite popular subjects in competition and on display.

1:35 scale Char B bis.

"Need a Tow?"

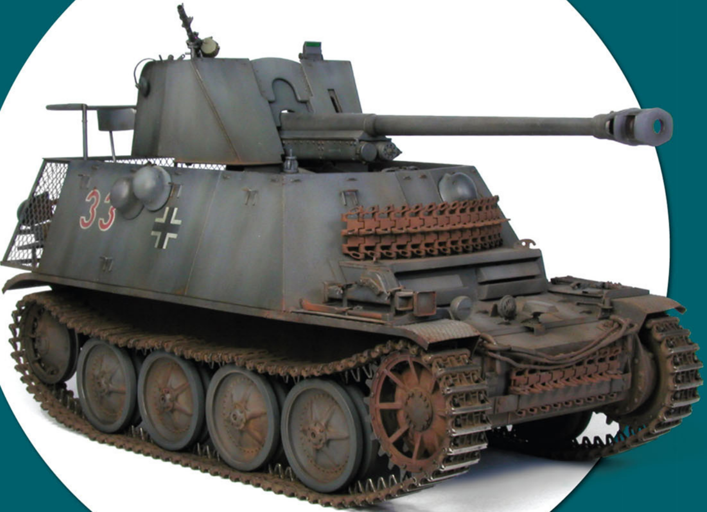
This Panzerjager Triebwagen won Silver.

WR 360 C12 Diesel Locomotive.

Revell
German Half-Track L 4500 R „Maultier"
1:35

Revell's new boxing of the 1:35 scale L 4500R Maultier half-track.

Hellboy put in an appearance too.



MARDER II D MAX!

PART TWO

Thomas Morgan completes his massive upgrade and conversion to Alan's old 1:35 scale Marder II Ausf. D, with significant scratch building and K59's exquisite gun assembly.

I have "a thing" for muzzle brakes and I wasn't satisfied with k59's. So again I deferred to the Tamiya kit. I cut the brake from the barrel halves and detailed it with a plastic tube baffle, a brass nut and a properly centered styrene muzzle collar filed to the correct scale caliber. Fitting the new brake required shaving 2mm from the end of the k59 aluminum barrel.

I wanted to demonstrate the variable positions of the turret's periscopes, so I fabricated my own. Besides, I had already broken two of the k59 ones.

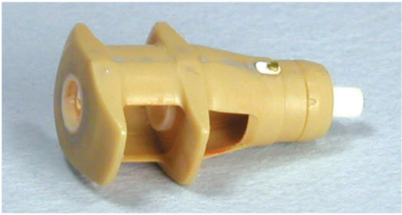
I began by filing the brackets off two Tamiya 'scopes, replacing them with strips of .003" aluminum, cut from disposable pie plates. Pinions of styrene rod were pushed into holes in the sides.

The frames were built from brass wire, Hauler 0.9mm brass strip and Verlinden brass washers, all jointed with 5 minute epoxy – CA is far to messy and brittle for such small joints. I apply the epoxy with the tip of a .005" wire held in a pin-vice. Passing the wire through a flame removes left over epoxy between uses. Excess epoxy can be wiped from the assembly with a alcohol moistened brush, before it cures. The periscopes can be swung up and down in their frames.

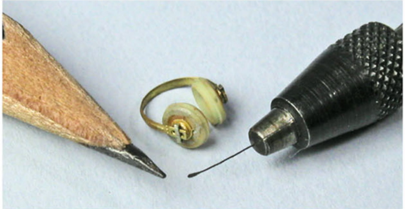
The glass in the periscopes was simulated with slivers of Tauro Model tempered steel decal, covered with Tamiya Clear Green.

Many II Ds mounted a defensive MG on the turret or the front right corner of the fighting compartment, the later supposedly manned by the radioman (possibly standing on his 'jump seat'?). They usually lacked a tripod or an anti-aircraft ring sight.

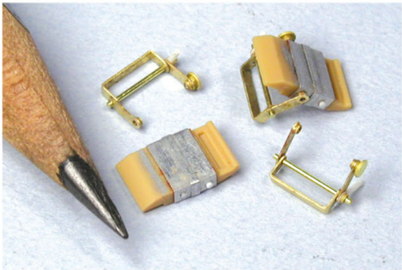
I adapted an MG 34 from a Dragon Gen 2 figure set. The poorly molded butt corrugations were filled and the prominent



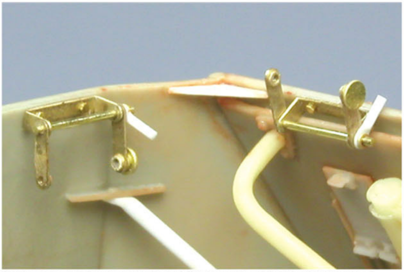
The muzzle brake with some extra detail added.



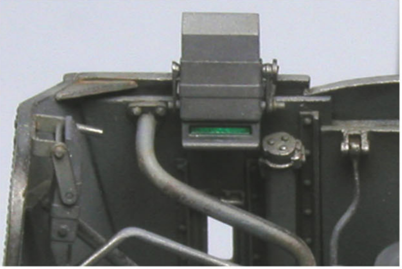
Epoxy glue is applied with the tip of a .005" wire held in a pin-vice. Passing the wire through a flame removes leftover epoxy between uses. Excess epoxy can be wiped from the assembly with a alcohol moistened brush before it cures.



I wanted to demonstrate the variable positions of the turret's periscopes, so I fabricated my own.



The frames were built from brass wire, Hauler 0.9mm brass strip and Verlinden brass washers, all jointed with 5 minute epoxy.



One of the periscopes painted and in place.

The glass in the periscopes was simulated with slivers of Tauromodel tempered steel decal, covered with Tamiya Clear Green.

stock screw simulated with a small watch screw. Further details were added to the receiver and the barrel & jacket were replace with an Aber brass set. The front sight was transplanted from the Dragon barrel. The tiny cone-shaped tripod clip was turned in my hand tool.

The gun was sprayed Field Blue followed with a Polly Scale Satin clear coat. Next came a finely controlled pin-wash of dense lamp black oil, using a 10/0 brush. It was dry-brushed with Humbrol metallic silver darkened with burnt umber oil, and lightly buffed with graphite. The stock and grip are darker - Flat Black mixed with a little Hull Red.

The finely detailed resin ammo basket by Griffon was painted Dark Yellow with a wash of raw sienna oil. Its small contact area with the receiver required pinning it in place.

There were at least two types of travel locks for the gun barrel, one mounted above the driver's station and the other, which I chose, welded to the gun platform. It was built from styrene scraps and heat curved strips.

TOOLS & GEAR

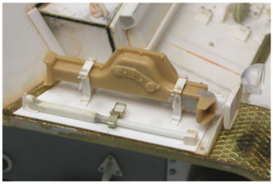
The Marder's pioneer and maintenance tools were stowed on the front fenders and rear wire frame. Interestingly, a feature missed by the draftsmen of all the reference books are the sheet metal plates supporting the tools on the front fenders. The left plate overhangs the edge of the fender to accommodate the axe head. These sheets were simulated with .005" styrene.

The crowbars are .040" square stock with a .030" round rod glued into a hole at one end. The joint was smoothed with Tamiya putty. At the other end a second square piece was glued and filed to shape. They were painted Field Blue with patches of Neutral Grey, buffed with graphite and dusted with MIG rust pigments.

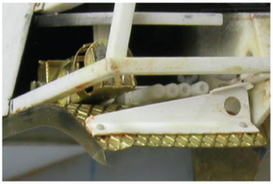
The jack came from Tamiya's Panzer IV equipment set. It was detailed with plastic, brass wire and Aber PE. The jack's elaborate clamps were scratched from plastic, with Bronco wing nuts drilled to fit a .010" rod. ▶

The MG 34 was adapted from a Dragon Gen 2 figure set.

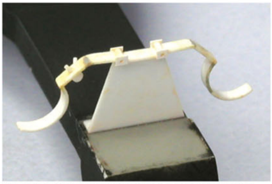
The gun was sprayed Field Blue followed with a Polly Scale Satin clear coat. Next came a finely controlled pin-wash of dense lamp black oil, using a 10/0 brush. It was dry-brushed with Humbrol metallic silver darkened with burnt umber oil, and lightly buffed with graphite.



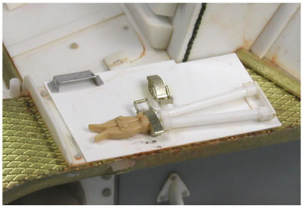
The jack came from Tamiya's Panzer IV equipment set. It was detailed with plastic, brass wire and Aber PE.



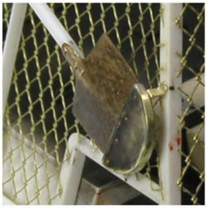
Some photos show a fire extinguisher on the edge of the left rear fender, just under the overhang of the deck.



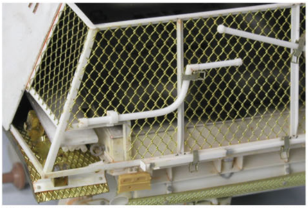
The main gun's travel lock was built from styrene scraps and heat curved strips.



The Marder's pioneer and maintenance tools were stowed on the front fenders and rear wire frame.



The shovel blade and holder are by Aber, annealed and bent to shape.



The starter crank handle was fashioned from heat bent styrene rod, and pieces of "sprue-stretched" tube.

The jack block was cut from fine-grained holly wood, wrapped with straps of .003" aluminum and topped by Archer rivets. The handles are modified Eduard PE with .010" wire grips.

The wire cutters are Tamiya's with new handles. An axe should lie on the left fender, next to the wire cutters. I couldn't get mine to fit properly, so I "lost" it.

Some photos show a fire extinguisher on the edge of the left rear fender, just under the overhang of the deck. Rarely gun cleaning rods can be found nearby.

The extinguisher was scratched from styrene tube and rod. It was painted Sky Grey and labeled with an Archer transfer. The PE handle and bracket came from Aber. The handle was chemically blackened before it was epoxied to the cylinder.

The cleaning rods are .030" stock with the ends drilled. The wooden handles were painted MisterKit German clear doped Linen, then "grained" with burnt umber oil. The metal tips are Neutral Grey. Humbrol Matt Cote eliminated any shine, and the ends were buffed with graphite.

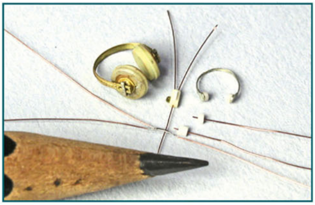
The shovel blade and holder are by Aber, annealed and bent to shape. To make the knobbed handle, the end of a .035" styrene rod was held against a flame until it melted into a ball. The shape was refined in my moto-tool with small files. The starter crank handle was fashioned from heat bent styrene rod, and pieces of "sprue-stretched" tube.

All the PE tool clasps are from Aber set 35A93, epoxied in place and functional. This allowed me to position the tools after painting.

The gas mask canisters are from a Dragon Gen 2 figure set. Their leather straps are .003" zinc foil, painted Flat Earth before gluing them in place. The mounting brackets were adapted from an Eduard PE set but I had to solder .010" brass strips to the spines to stiffen them. The straps are .002" brass with Verlinden clasps

The helmets also came from the Gen 2 set. I replaced the liner rivets with .010" rod and added air holes of .015" rod drilled to .008". As the Stahlhelme were to hang from the vehicle's sides, I thinned

All the PE tool clasps are from Aber set 35A93, epoxied in place and functional.



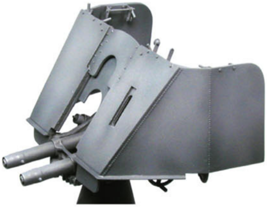
The headphones & throat mike were cobbled together with parts from both the Royal Model headphone set and Aber's German tank radio set.

Patr. 7,62cm Pak 36r
Heeresmunition
Kg

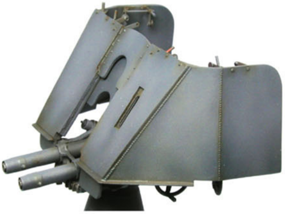
The ammo box was built from styrene strip and sheet.

The headphone hardware was painted Flat Black with a slight over-spray of Field Blue, dry-brushed with light grey oil and buffed with graphite.

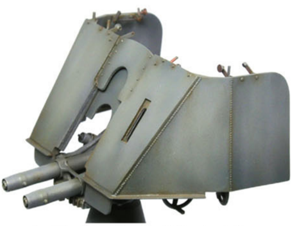
The radio is from Tiger Model Design.



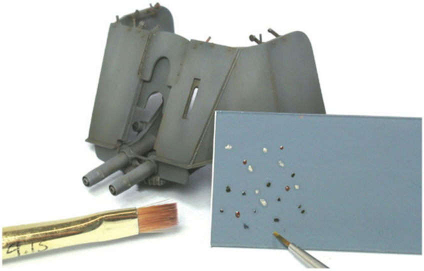
Painting started with a coat of Flat Black followed by a base of Neutral Grey.



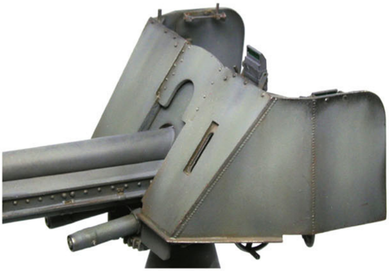
Next came a pin-wash of burnt sienna oil, on areas pre-dampened with white spirits.



Small dots of several oils were applied almost randomly, but with a trend to darker colours lower down.



Colours used for the dot oil modulation were olive green, Payne's grey, burnt sienna and 502 Abteilung's Faded Grey.



Vallejo Cadmium Maroon and Coal Black, mixed 4:1, was dabbed on selected areas with a fine sponge representing chips and rust in moderation.

their edges and added straps of Flat Earth .003" zinc foil, with chemically blackened buckles from Aber. For some variety against the monochromatic vehicle, I painted the helmets two other shades of grey; Dark Sea and Light Grey. They were shaded with a fine spray of German Grey, pin-washed with burnt sienna oil, subtly chipped, then buffed to a slight sheen.

The headphones & throat mike were cobbled together with parts from both the Royal Model headphone set and Aber's German tank radio set. I added brass discs and washers, plastic bits, and .004" copper wire. And yes, the headphone plug was larger than that of the throat mike. The hardware was painted Flat Black with a slight over-spray of Field Blue, dry-brushed with light grey oil and buffed with graphite. The wires are Flat Red mixed with a touch of Dark Grey. The painted wires were carefully handled using tweezers padded with Tamiya tape, to prevent kinks.

Recently k59 released an excellent resin and PE intercom set with exquisite detail.

The ammo box was built from styrene strip and sheet. I pre-shaded with Flat Black, then sprayed it NATO Green lightened with Buff. I could not locate any images of stencils for Pak 36 crates, so I fabricated my own using the Archer ammo box stencils. By cutting out individual letters and flipping '9s' into '6s' I was able to piece together a satisfactory label. Humbrol Matt Cote sealed the transfers.

As the Pak 36(r) shell casings were the same as the Pak 40, I used Tamiya's 7.5cm brass rounds. The AP round was chemically darkened, with a white tip and red base ring. The HE round (in the shell cabinet) was painted the same green as the ammo box. I thinned the exposed edge of the empty shell. All the casings were buffed with graphite to mute their shine.

Storage space was not designed into this vehicle. Photographs of operational units show the exteriors festooned with gear. Large semi-permanent wooden boxes were often attached above the driver's roof, or supported on brackets at the rear. I didn't want to hide all the detail I had scratched, so I limited my stowage to a couple of items on the rear deck – a Plus Model whicker suitcase and a tarpaulin fashioned from Milliput.

PAINTING & WEATHERING

One of the reasons for building the Marder was to try my hand at a monochromatic Dunkelgrau. Only a few of the later vehicles, finished in 1943, were Dunkelgelb. All colours are Tamiya acrylics airbrushed with my Iwata Hi-Line HP-BH, fitted with a crown tip for close work.

Flat Black produced a uniform "primer" followed by a base of Neutral Grey. Lower areas were shaded with German Grey. Field Blue was used to add some variation to the shadows, and to subtly steak the large side panels. Upper areas and edges where I had overdone the shading were touched up with the Neutral Grey. After Archer dry transfer numbers and Balkenkreuz were added, a clear coat of Polly Scale Satin sealed this step.

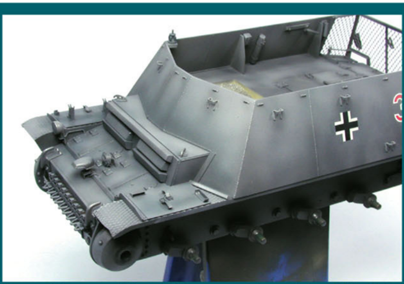
I did a limited experiment with SIN Filter Blue for Panzer Grey, but I didn't notice any effect on the dark surface.

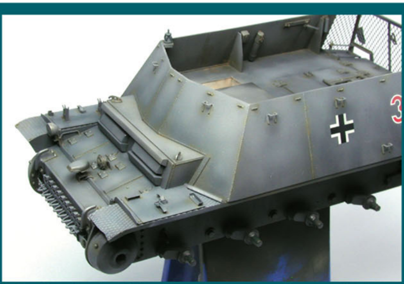
Next came a pin-wash of Burnt Sienna oil paint on areas pre-dampened with white spirits. The Burnt Sienna was bright enough to produce some contrast, where as tests with darker Burnt Umber or Payne's Gray were almost imperceptible.

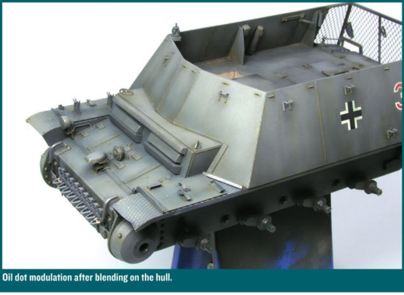
Although suspicious of oil dot modulation I gave it a try. Small dots of several oils were applied almost randomly, but with a trend to darker colours lower down. I used: Olive Green, Payne's Grey, Burnt Sienna and 502 Abteilung's Faded Grey. The dots were swirled together with a 1/4" flat shader brush (dampened with white spirits), then streaked vertically. It was sealed with Humbrol Matt Cote.

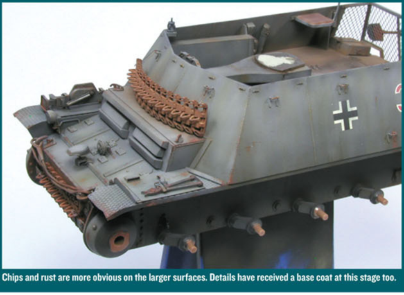
Upper areas were dry-brushed with 502 Abteilung Faded Grey, with some edges high-lighted with 502 Abteilung Faded Dark Yellow. ▶

> **"One of the reasons for building the Marder was to try my hand at a monochromatic Dunkelgrau..."**


The same techniques were applied to the hull. Here we can see the base coat in place. SIN Filter Blue for Panzer Grey was also applied, but there appeared to be little effect on the dark surface.


The Burnt Sienna pin wash was bright enough to produce some contrast, whereas tests with darker Burnt Umber or Payne's Gray were almost imperceptible.


Oil dot modulation after blending on the hull.


Chips and rust are more obvious on the larger surfaces. Details have received a base coat at this stage too.

Lower regions received a scattered dry-brushing with raw umber. The effect is hard to see in the photos.

I prefer chips and rust in moderation. Vallejo Cadmium Maroon and Coal Black, mixed 4:1, was dabbed on selected areas with a fine sponge. Adding an acrylic retardant to the mix keeps the sponge from gumming up. Rust spots and streaks are various MIG rust pigments mixed with burnt sienna oil.

The lower hull and wheels as well as the interior corners received a preliminary dusting of diluted Buff. Both the exterior and interior were further dirtied with MIG pigments; mostly Dark Mud, with Russian Earth in the shadows, and a scattering of lighter Industrial City Dirt.

Wear areas on the shield and hull were given a sheen with graphite – applied using a soft bristle buffing wheel in my motor tool. Worn spots on the floor of the fighting compartment were also buffed with graphite. Some areas were rubbed with MIG Primed Red pigment to suggest exposed primer. As an aside, whenever I buff graphite on small or delicate parts, I use 9B as it is "softer" and easily applied with a gentle touch.

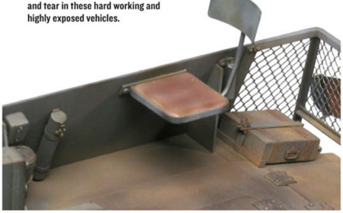
A few spots and streaks of MIG Oil & Grease Stain Mixture added to the running gear finished the project.

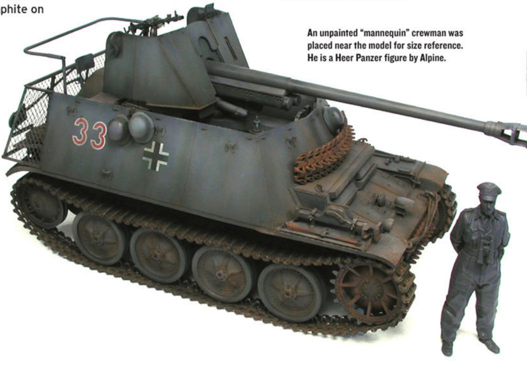
FIGURE

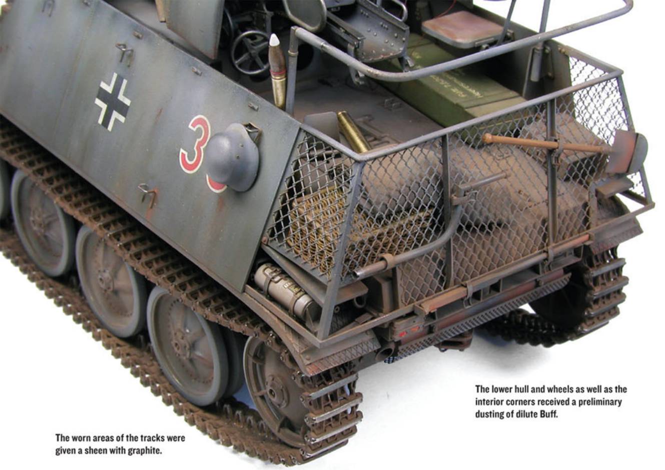
I can't paint figures so I just included a "mannequin" crewman for size reference. He is a Heer Panzer figure by Alpine. He aptly illustrates the Marder's marked height and its associated disadvantages – awkward to enter & exit, and difficult to conceal.

CONCLUSION

In the end, the only Alan parts left were the hull bottom, hull sides, glacis, sprockets, idlers so I really can't consider it a kit build. Having used the k59 gun and turret, it isn't scratch-built either. But I did change it from a late to an early model, so I'll settle for "extensively detailed conversion". ■


The seat and interior were weathered to depict the usual wear and tear in these hard working and highly exposed vehicles.

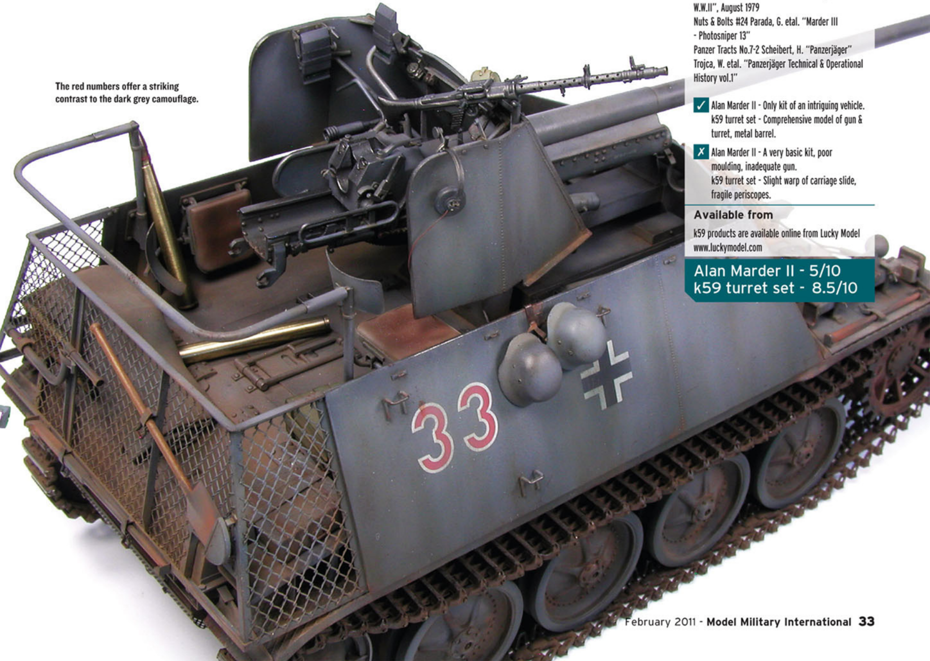

An unpainted "mannequin" crewman was placed near the model for size reference. He is a Heer Panzer figure by Alpine.



The lower hull and wheels as well as the interior corners received a preliminary dusting of dilute Buff.

The worn areas of the tracks were given a sheen with graphite.

> **"I didn't want to hide all the detail I had scratched, so I limited my stowage to a couple of items on the rear deck..."**



The red numbers offer a striking contrast to the dark grey camouflage.

Modelspec

Alan 1:35 Panzerjäger II für 7,62 cm Pak 36(r) (Sd. Kfz. 132) aka "Marder II D" Kit No. 011

Kits

Alan Marder II Kit No.011, k59 turret set Kit No.C-001

Materials Used

Aber MG34 barrel 35L-70, Aber PE engrave plate PP08, Aber PE clamps & clasps 35A93, Aber PE net, interlace S22, Aber PE tank radio set 35A79, Archer ammo box stencils AR35302W, Archer Balkencruz AR35104, Archer rivets/screws - surface details AR88001, Archer tread plate - surface detail AR8808, Archer turret numbers AR35038R, Archer weld beads - surface detail AR88006, Bronco German wing nuts AB3503, Eureka tow cables 3535, Friulmodel tracks ATL-53, Griffon Model ammo drums L35A004, MIG Notek light MP 35-130, MIG PE rivets, discs & washers MPE 35-505, ModelKasten tracks & wheels SK-56, Royal Model tanker headphones 217, Royal Model horn 277, Tamiya brass 7.5cm projectiles 35258, Tamiya Pz IV equipment set 5185, Tasca convoy light 35-L7, Tauro Model decal - tempered steel, Tiger Model Designs German lift hooks 10025, Tiger Model Designs German SPG radio 352058, Verlinden PE nuts & washers 2496.

Paints Used

Chemical blackening agent, 502 Abteilung oils, 9B graphite, Humbrol Matt Cote, MIG pigments, MisterKit acrylic German clear doped linen, Polly Scale Satin Finish, Tamiya acrylics, Tamiya Clear green, orange & red, Vallejo acrylics Cadmium Maroon, Coal Black, Winsor & Newton oils

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Borawski, Z. etal "Marder II" - Wydawnictwo Militaria No.209
Koku-Fan, "Pictorial German Tank Destroyer of the W.W.II", August 1979
Nuts & Bolts #24 Parada, G. etal. "Marder III - Photosniper 13"
Panzer Tracts No.7-2 Scheibert, H. "Panzerjäger"
Trojca, W. etal. "Panzerjäger Technical & Operational History vol.1"

✓ Alan Marder II - Only kit of an intriguing vehicle.
k59 turret set - Comprehensive model of gun & turret, metal barrel.

✗ Alan Marder II - A very basic kit, poor moulding, inadequate gun.
k59 turret set - Slight warp of carriage slide, fragile periscopes.

Available from

k59 products are available online from Lucky Model
www.luckymodel.com

Alan Marder II - 5/10
k59 turret set - 8.5/10

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Two Tamiya Jeeps converted to SAS gun trucks
INSIDE: TASCA 1:35 M4A3E8 SHERMAN ■ ITALERI 1:35 ACHILLES ■ BRONCO 1:35 17PDR ■ AND MORE...
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In Action

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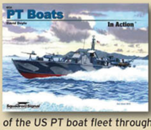
B-17 Flying Fortress
In Action

This book delivers a visual overview of the aircraft's development and use. It also highlights the roles played by individual aircraft and their crews, such as the 'Memphis Belle', which completed 25 missions over enemy territory: 'Stage Door Canteen', christened by Winston Churchill's daughter; and 'All American', which demonstrated the incredible toughness of the Flying Fortress by returning safely to base despite having its tail nearly sheared off by a Messerschmitt. An unmatched, lavishly illustrated account of one of the greatest warplanes of all time. Illustrated with 200 vintage photographs, plus color profiles and detailed line drawings; 80 pages.

SS4034 - PT Boats in Action



American Patrol Torpedo (PT) boat crews served valiantly in every theatre during WWII. From the Aleutians to the Mediterranean, these men harassed enemy shipping, launched attacks against much more formidable warships, rescued downed air crews and spirited General Douglas MacArthur to safety from Corregidor Island in March of 1942. This volume chronicles the evaluation, use, and eventual destruction of the US PT boat fleet through 180 photographs, many of them colour. Covers ELCO, Higgins, and Huckins boats.

SS5720 - M3A1 White Scout Car Walkaround

M3A1 Scout Car
Walk Around

The White Motor Company began serial production of the four-wheel-drive M3A1 Scout Car in 1940. Covered in quarter-inch face-hardened armor, the vehicle served the US military as scout, command car, ambulance and in some cases as a gun tractor. Armed with one .50 caliber and two .30 caliber machine guns on a skate rail that completely surrounded the fighting compartment, the M3A1 saw action in the Philippine tropics, the North African desert and during the 1943 invasion of Sicily. However, US forces soon replaced the open-topped M3A1 with other armoured vehicles that afforded better coverage. Because the vehicle was widely exported it served on - heavily used by the Red Army on the Eastern Front and by Free French, Belgian, Czechoslovak and Polish forces throughout WWII. Later, France took the vehicle into combat in colonial wars in Indochina and Algeria. Illustrated with more than 200 photographs, plus color profiles and detailed line drawings. 80 pages.

SS5722 - Valentine Tank Walk Around

Valentine Tank
Walk Around

The Valentine Infantry Tank III, a private venture design from Vickers-Armstrong, was the third of Great Britain's Infantry Tank designs. Though not the first tank to go into battle against the Axis in World War II, the Valentine has the distinction of having the highest production numbers of any wartime British tank, and arguably the most variations. A total of 8,275 Valentines were produced in no fewer than 11 major variations – from Mark I to Mark XI – along with Duplex Drive and other specialized versions. The Valentine received its baptism of fire with the British 8th Army in Operation Crusader in North Africa in July 1941. From that date until late 1943, the Valentine was Britain's primary Infantry Tank. Besides fighting under the Union Jack, Valentines saw action under the flags of Canada, the Soviet Union, Australia, and New Zealand. They took part in combat in both the European and Pacific Theaters, and after the war continued to serve several British Commonwealth armies as late as the 1950s. Illustrated with 250 photographs, plus color profiles and detailed line drawings. 88 pages.

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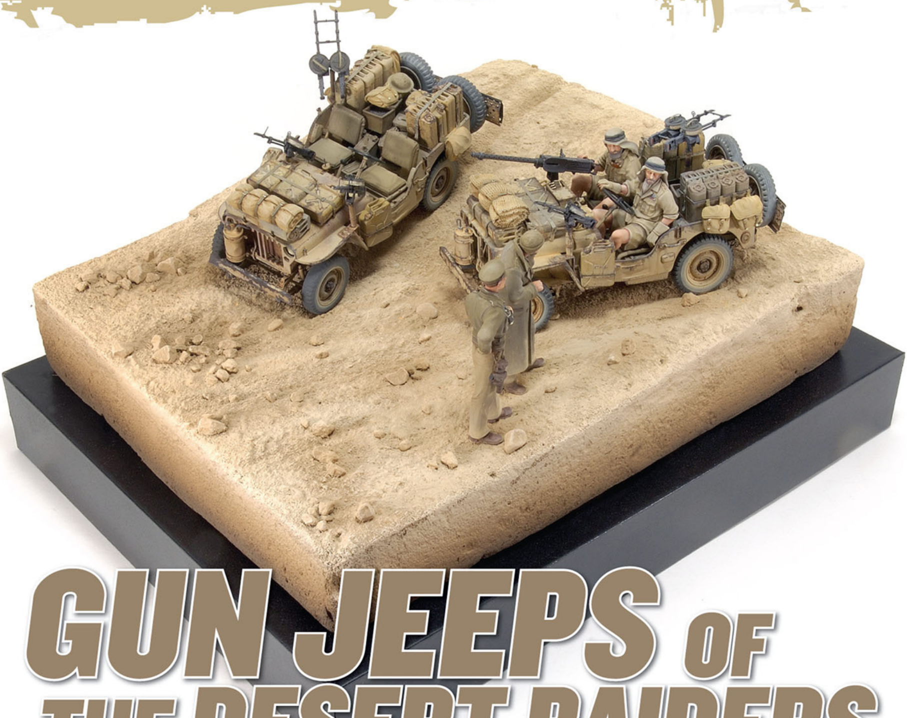


GUN JEEPS OF THE DESERT RAIDERS

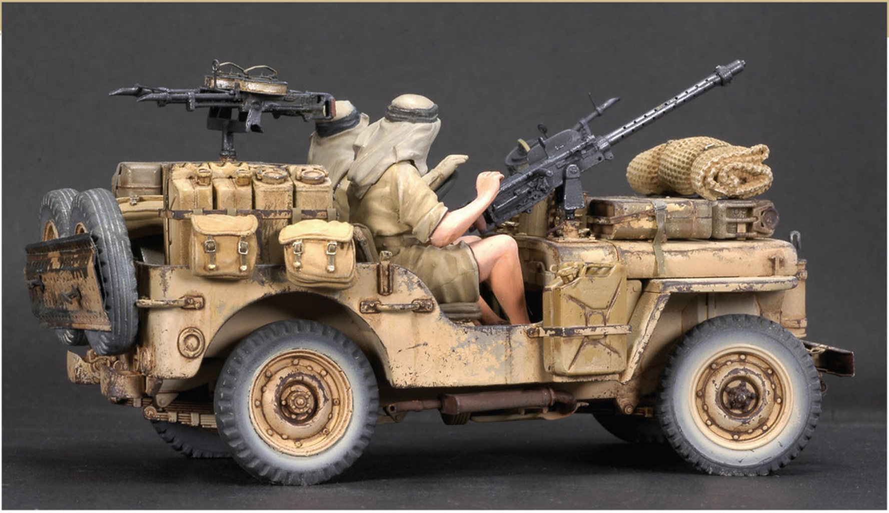
PART TWO

Marcus Nicholls concludes his SAS Jeep project by painting the figures and making a small desert vignette...

Back in last November's issue of MMI I described the construction and painting of Tamiya's 1:35 Jeeps, converted to SAS machines using Swash Design's fantastic sets. Now, in this concluding article, I will describe the painting of the figures and the fabrication of a lump of desert... I'll be the first to admit that I'm not a great figure painter, but if you're building an SAS Jeep it's essential to include the figures because the Special Air Service story is all about the men, so I cleaned up my best brushes and set to work on the four individuals included in Swash Design's sets. It makes a huge difference to have good quality figurines to work with, not just for the end result, but during painting too; fine sculpting and plenty of sharp detail massively helps the shading and highlighting processes. Thankfully, the figures that come with Swash's sets are extremely well done, featuring not only natural poses, but well defined detail and faces with lots of character.

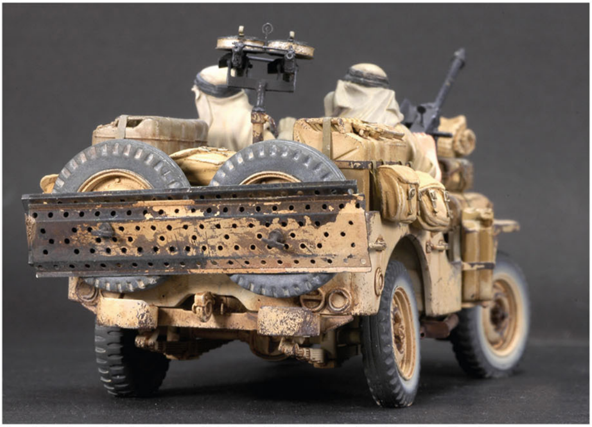
Once assembled (using CA glue) and undercoated (Mr Hobby Base White) I began by painting the faces, arms, legs etc. I used a mixture of Vallejo Panzer Aces 341 Flesh Base/313 Stencil as a base colour, then applied shading and highlights with darker and lighter mixes of the same colours, sometimes modified with touches of yellow and red. Like I said, I'm not a particularly accomplished figure painter so my advice here probably isn't all that helpful – my approach is to keep trying different things until you end up with a face that looks vaguely human! I had to strip the head of the officer figure with cellulose thinner three times until I achieved a result I felt was acceptable; I clearly need more practice at this part of modelling!

The clothing was much easier to paint of course and I used Vallejo acrylics exclusively for this (thinned with tap water). The specific colours are listed in the modelspec, but I will just add that Vallejo Panzer Aces 'Dark Mud' appears (to my eyes at least) an excellent match for British battledress khaki and I think it would be a good starting point for US Army and Commonwealth uniforms too. It can be lightened with 'Afrika Korps Highlight' and darkened with black for shading and by adding spots of brown or yellow the colour tone can be subtly modified. A very useful, superbly hand-paintable colour to keep in stock! ▶

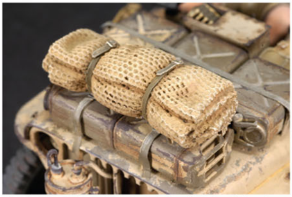


For such a small vehicle, the SAS gun-Jeeps carried some pretty impressive weaponry, the .50cal M2 Browning being the heaviest. Some 'soft' stowage has added to the model since we saw it in the November issue...

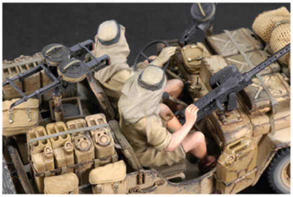
> "It makes a huge difference to have good quality figures to work with, not just for the end result, but during painting too..."



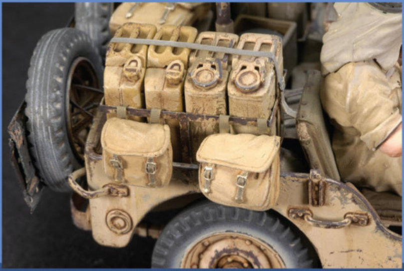
The sand channels received a particularly heavy weathering treatment. The Swash Design sets include two patterns of tyre, plus spares.



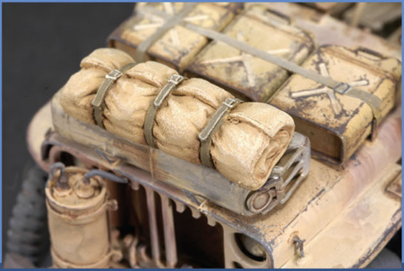
The roll of camouflage netting is a resin item and it's very well done. It was shaded with oil paints and the buckles painted gold, to depict brass.



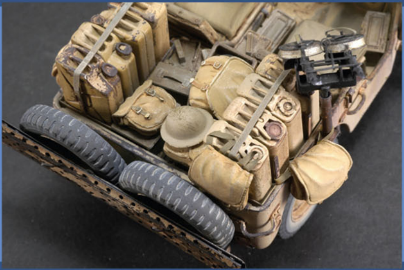
A mixture of US and German-made fuel and water cans are seen here.



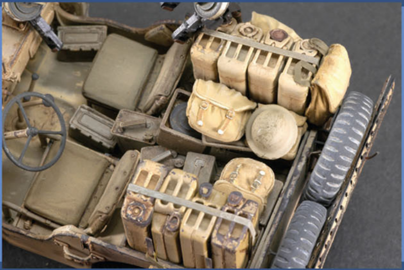
Swash Designs provide plenty of stowage items such as these bags. Tamiya masking tape, cut into strips and painted khaki was used to depict the straps.



A different tarp roll is provided in each conversion set. The straps were painted with Vallejo Panzer Aces 'Dark Mud', a good match for khaki.



A set of tin helmets is included in resin; here we see just the one, Note the varying degree of deterioration of the jerrycans' paint finishes.



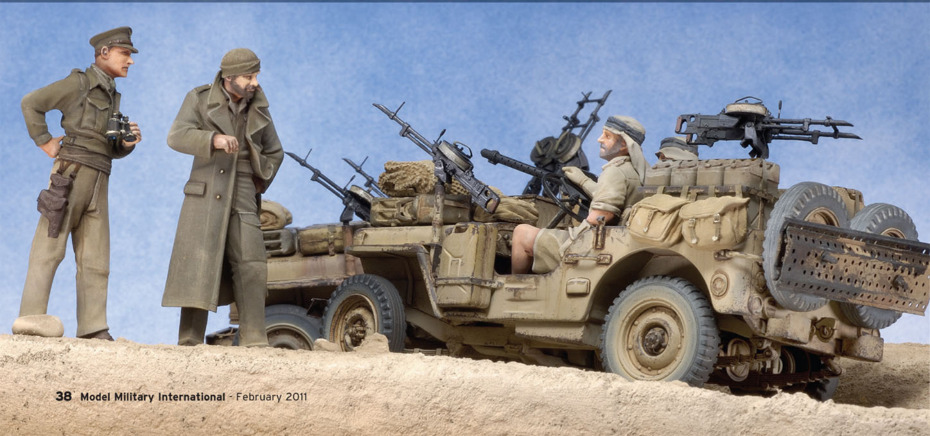
Swash Design provide new seats in resin and the drivers' backsides fit them perfectly!

A SMALL SECTION OF DESERT

To depict the hunk of North African desert, I used an 8 1/2 x 6 1/2 inch slab of insulation foam board which is very cheap and easy to carve. I scooped out the forward area, leaving a slightly raised section in the rear right-hand corner. This would enable one of the Jeeps to be partially parked on it, raising the vehicle to afford a better view of its interior. I used a coarse file and 80-grit sandpaper to form the ruts made by vehicle tyres.

To prepare the surface for a sandy appearance I painted the whole thing with Tamiya's 'Soil Effect Dark Earth' from the Diorama Texture Paint range. This stuff is extremely handy for creating quick diorama bases and completely cuts out the need to use filler and thick pastes to form groundwork. It dries overnight and it quite tough, so you can paint over it or apply further texturing products; in this case, ultra-fine model railway grit. I brushed on a coat of watered-down PVA glue to fix the grit and while this was still wet I sprinkled on some small rocks from Morin.

Once everything was dry, I airbrushed on a coat of colour. I used Tamiya XF-78 Wooden Deck Tan as the base shade, adding increasing amounts of XF-2 Flat White for highlights. To keep the finish totally matt, I added a few drops of X-21 Flat Base to the



The driver/passenger figures are supplied with set No.1, the standing officers come with set No.2. They are all cast impeccably in pale yellow resin and require very little clean-up. CA glue was used to fix and legs in place, and a coat of Mr Hobby Base White was applied (via aerosol) as an undercoat.

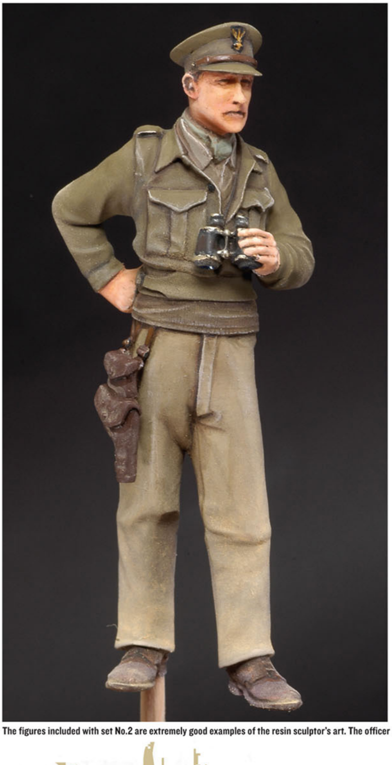
sand mix which produces a very nice flat surface. The lower edges of the sides were shaded with XF-72 Brown (JGSDF) to give an impression of depth to the desert section.

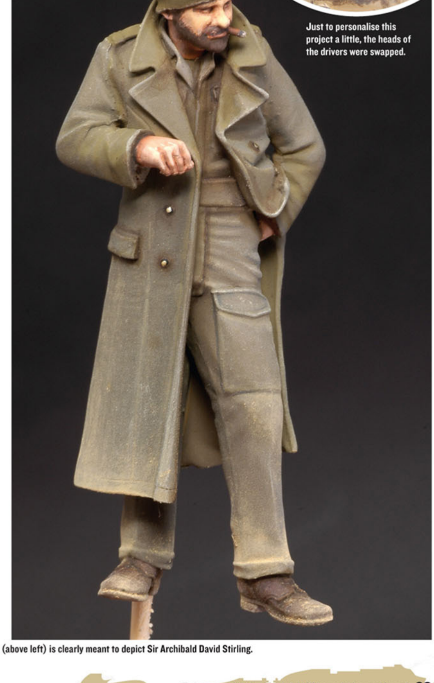
The completed groundwork 'unit' was glued to a cheap picture frame from 'Wilkinsons' (glass removed) and all that remained was to fix the Jeeps and figures in their final positions. I used a mixture of PVA glue, Vallejo matt varnish and a spot of Tamiya XF-78 Wooden Deck Tan for this - if any of the glue seeps out from under a foot or tyre, it will look like a bit of dust or sand and not a patch of shiny glue!

FINAL THOUGHTS

In conclusion, this was a very satisfying project, not least because Swash Design's conversion sets are so good, but also because I've wanted to build a brace of SAS Jeeps for a long time. I hope you enjoy the accompanying photos! ■

Just to personalise this project a little, the heads of the drivers were swapped.

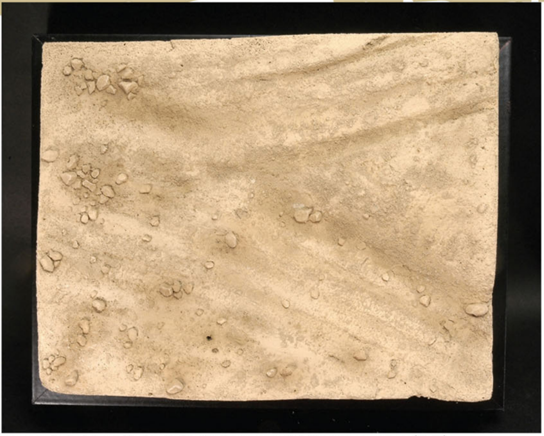




The figures included with set No.2 are extremely good examples of the resin sculptor's art. The officer (above left) is clearly meant to depict Sir Archibald David Stirling.

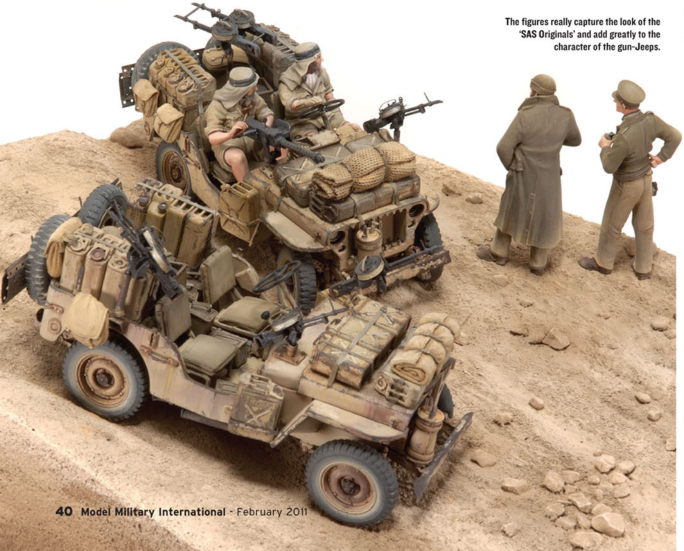
Tamiya's 'Soil Effect' Diorama Texture Paint was painted directly over the raw insulation-foam block and small rocks from a model railway supplier then attached with PVA glue.

The groundwork was airbrushed with Tamiya XF-78 Wooden Deck Tan and the sides shaded with XF-72 Brown (JGSDF).



Here we see the simple layout of the desert section. Tyre-grooves were created with very coarse sandpaper (80-grit).

> "This was a very satisfying project, not least because Swash Design's conversion sets are so good, but also because I've wanted to build a brace of SAS Jeeps for a long time..."



The figures really capture the look of the 'SAS Originals' and add greatly to the character of the gun-Jeeps.

Modelspec

Tamiya 1:35 Willys Jeep converted to SAS Desert Raider X2

Kits

Tamiya 1:35 Willys MB Jeep (35219)
Swash Design SAS/LRDG Jeep Conversion Set No.1 (DR-01)
Swash Design SAS/LRDG Jeep Conversion Set No.2 (DR-02)

Materials (Swash conversion)

Cast polyurethane resin, photo-etched metal, machined-metal barrels, waterslide decals (dials).

Paints used (Jeeps)

Revell 'Email Basic' primer, Tamiya XF-49 Khaki, XF-57 Buff.
Vallejo Panzer Aces 314 Canvas, 306 Dark Rubber, 985 Hull Red.
Abteilung 502 ABT-080 Wash Brown.

Paints used (figures)

Vallejo Panzer Aces 340 Afrika Korps Highlight; drivers' uniforms, 316 Dark Mud; khaki clothing, 341 Flesh Base/313 Stencil; skin.
Vallejo Model Air 71041 Tank Brown; leather shoes/ equipment.
Vallejo Game Ink 72094 Black.

Paints used (Groundwork)

Tamiya XF-78 Wooden Deck Tan, XF-72 Brown JGSDF, XF-2 Flat White, X-21 Flat Base.

Available from

SAS Jeep sets; www.swash-design.com
Vallejo paints; www.creativemodels.co.uk

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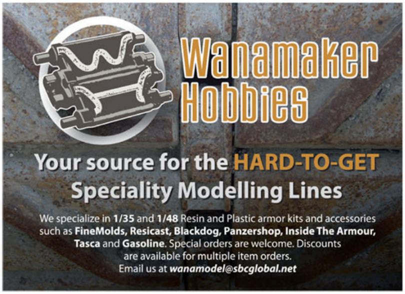
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STANDARD CAMOUFLAGE COLOURS FOR MIDDLE EAST

PART TEN – ARMOURED CAR RECONNAISSANCE MORRIS CS9

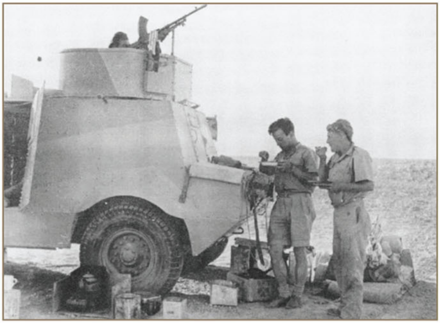
William Marshall continues his analysis of an important source document describing the contentious camouflage colours used by British and Commonwealth military vehicles during the WWII campaign for the Middle East and North Africa. In Part Ten, William describes the application of Caunter camouflage to an Armoured Car Reconnaissance Morris CS9.

The Morris CS9 was built on a commercial Morris 15 cwt truck chassis. The 11th Hussars operated this type in Egypt as late as the spring of 1941.

The Morris CS9 can be seen wearing this scheme in early photos taken in the Middle East. This scheme should not be confused with the unique camouflage used by 11 Hussars of which the photo with the CS9 and umbrella is the most famous.

Not many photos exist of these recce cars and one is advised to check the references for a particular vehicle.

Note that it seems as if the left and right-hand side schemes as painted on the vehicle differ. ■



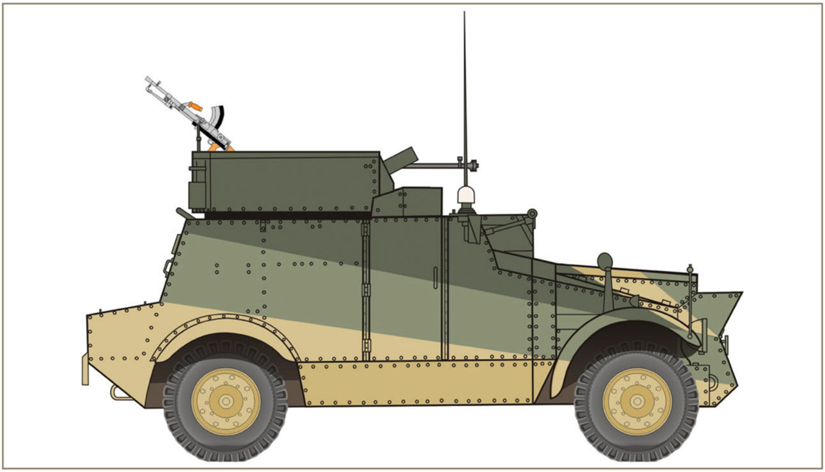
(Top-right) A photo showing a left rear of a Morris CS9. The pattern can clearly be made out on this vehicle.

British Standard Colours

No. 34
Slate

No. 25
Silver Grey

(Below) A right side profile of the Morris CS9 in an early Caunter scheme.



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- Nuremberg Toyfair Report
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- Panther/Panzer IV Hybrid conversion
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- Italeri Crusader Mk. I
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- Tristar Sturmpanzer IV (Early)
- Tamiya Churchill Mk. VII
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- "Commando' armoured car reference

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- Tamiya and Accurate Armour 1:48 Tillys
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- AMPS 2009 show report

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- Accurate Armour 1:35 Jagdpanzer E10
- Dragon 1:72 US Marine Corps Amtrac
- Trumpeter ASLAV 25
- Building a Display Case Part 2

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- Tamiya's all-new Jagdtiger.
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- Tamiya 1:48 Sd.Kfz. 251/1 Ausf.D
- Cromwell Models 1:35 Cougar MRAP
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- Hobby Boss 1:35 M26 Pershing
- Scratch built 1:35 Vidalwagen
- 1:35 D-Day Diorama Part 2
- Italian campaign diorama
- Greatwall Hobby 1:35 sWS 60cm Infrared Searchlight Carrier "Uhu"
- Finishing School Part One
- Revell 1:35 scale Jaguar by Al Bowie

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- AFV Club 1:48 Sd.Kfz. 251 Ausf. C.
- Tamiya 1:48 scale Sd.Kfz. 251 Ausf. D and AFV Club kit comparison
- MiniArt 1:35 Dingo.
- 1:35 D-Day Diorama Part 3
- Hobby Boss 1:35 V100
- Trumpeter 1:35 Bergepanzer IV
- Finishing School Part Two

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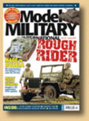

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- Tamiya 1:35 ISU-152
- Zvezda 1:35 ISU-152
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- Brian Balkwill's flight of fancy
- Finishing School Part Three
- Dragon 1:72 Jagdpanzer IV L/70

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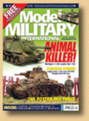

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- Trumpeter 1:35 Guardian
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- SKP 1:35 Austin Tilly
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- Cherbourg 1944 small scale dio Pt 2
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- 2009 IPMS USA Nationals
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- Tasca Sherman III Mid-Production
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- Zvezda Mercedes L4500R Maultier

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- Real Model 1:35 Coyote conversion
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- Dragon Sturmgeschutz IV
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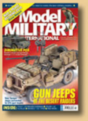

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- Swash Design 1:35 scale conversions of Tamiya's Jeeps
- War and Peace 2010 report
- Tasca 1:35 M4A3E8 Easy Eight
- T-84 OPLOT project
- Tamiya 1:35 Panther Diorama
- Revell 1:72 Fennek
- Bronco 1:35 17pdr
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“HELL ON THE OTHE

Takahiro Sumitomo presents a diorama featuring Italeri’s 1:35 M923 Big Foot.

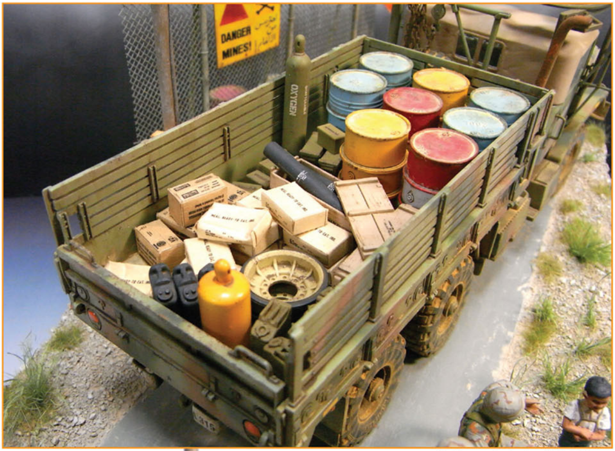
Italeri’s 1:35 scale M923 Big Foot was released in 1994. It is a large kit that may be found inexpensively on hobby shop shelves or at model club swap meets.

Italeri’s Big Foot offers moderate detail including a nicely done chassis, an optional tarp and poseable doors, but an engine is not included.

Takahiro has set this modern truck in a scene with several figures. The US soldiers are from Tamiya’s reboxed ICM set with resin Hornet heads; while the dog is a resin item from Legends and the child is from Japanese company Kamide Koro Koro.

The truck’s base colour was a custom green shade mixed from Gaianotes lacquer paints. The disruptive camouflage colours are Dark Green and Wood Brown. Both the latter colours are GSI Creos lacquers.

The first weathering wash was Raw Umber using Holbein Oil Color; with a second wash using Mig’s Abteilung Oil Colors Faded Green. ■



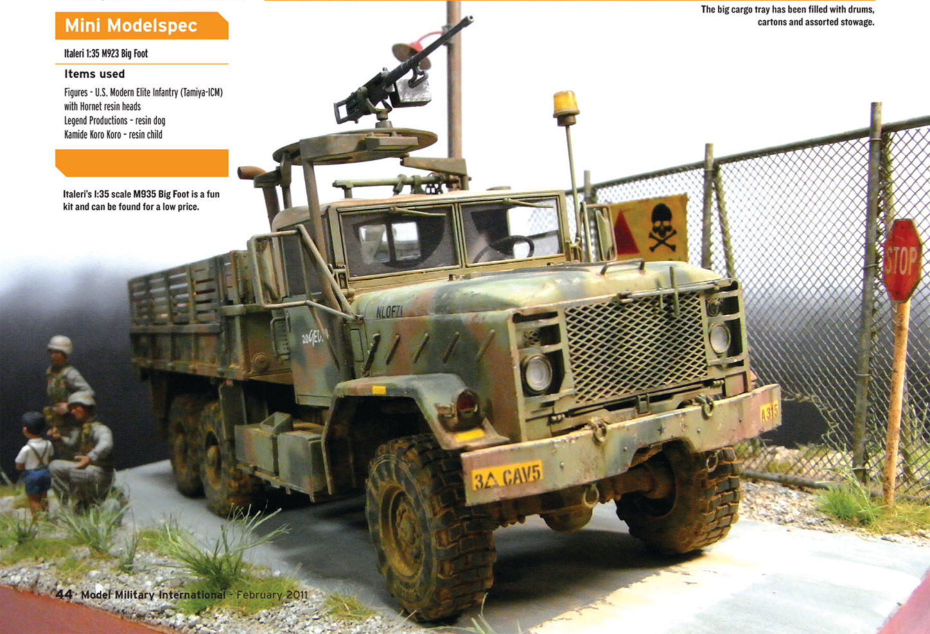
The big cargo tray has been filled with drums, cartons and assorted stowage.

Mini Modelspec

Italeri 1:35 M923 Big Foot

Items used

Figures - U.S. Modern Elite Infantry (Tamiya-ICM) with Hornet resin heads
Legend Productions - resin dog
Kamide Koro Koro - resin child



Italeri’s 1:35 scale M935 Big Foot is a fun kit and can be found for a low price.

R SIDE OF THE WIRE”

The US soldier figures are from Tamiya with replacement Hornet heads.

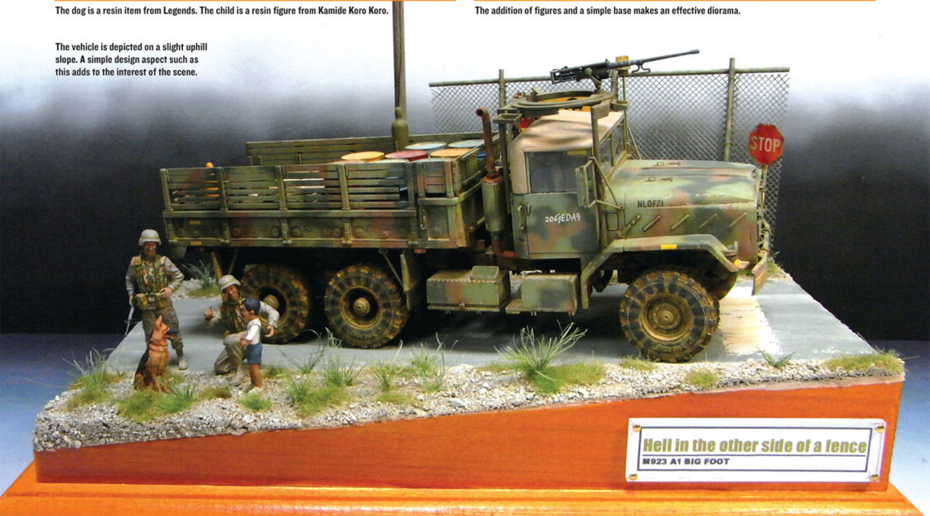
The view from the other side of the wire.

The dog is a resin item from Legends. The child is a resin figure from Kamide Koro Koro.

DANGER
MINES!
STOP

The addition of figures and a simple base makes an effective diorama.

The vehicle is depicted on a slight uphill slope. A simple design aspect such as this adds to the interest of the scene.


STOP
NLOFZI
20GEDA4
Hell in the other side of a fence
M923 A1 BIG FOOT

RATEL 20
BaxMod Models
www.baxmod.co.za

SOUTH AFRICAN ARMOURED

Stuart Ransley examines an exotic subject from BaxMod Models from South Africa.

Design work began in 1968 on a replacement for the Alvis Saracen APC, which was then the main Armoured Personnel Carrier used by the South African Defence Force. Due to International Sanctions against the then South African Government, spare parts had started to become a problem. Also, tactical considerations brought about the design and production of an APC that would better suit conditions faced by the SADF. Prototypes were completed in 1974 with production starting in 1976.

The new vehicle was named the Ratel after the small but ferocious Honey Badger. The Ratel Mk.1 entered service in 1977 and was upgraded over the susequent decade to Mark 2 and then to Mark 3, with all vehicles eventually brought up to the Mk.3 standard.

Other variants were developed. These include Ratel Command, Ratel 60 armed with a 60mm gun/mortar, Ratel 90 armed with a 90mm gun, Ratel 81 armed with an 81mm mortar and the latest version, the Ratel ZT3 Anti Tank Missile Carrier. The Ratel 20 is the primary infantry carrier with a crew of 4 plus a 7 man infantry Squad.

After having a long interest in South African and the former Rhodesian Military, I jumped at the chance to take a look at this resin kit of the Ratel 20 by BaxMod Models from South Africa. The kit comes in a sturdy brown box with a coloured photo and label on the box top.

On opening the box we find three packages. The upper and lower hull halves are seperately wrapped securely in bubble wrap. The third package is a ziploc bag with the remaining part, a CD that contains the instructions for assembling the kit and another single sheet with some info on the vehicle. A small etched brass fret is also included.

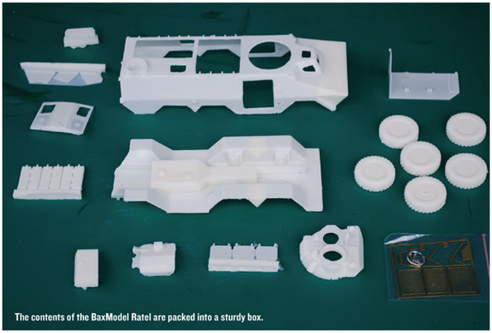
There are approximately 150 resin parts in total. The upper hull is cast cream coloured polyurethane resin. It will require some cleanup due to flash but this appears to be very easy to remove. The front of the hull has a number of blemishes in the resin but again these should be easy to fix. The lower half of the hull also will require a little clean up due to flash but I did find it fairly easy to remove. The kit comes with a basic internal detail for the hull, including engine compartment, troop area, drivers compartment. All the hatches are designed to be posed open to show off the interior. The interior itself appears to be a little basic and could do with some improvement but it will give you something to look at through the hatches. To complete the suspension units you will need to provide some styrene rod of 1mm diameter.

All the smaller parts will require some degree of clean up with flash and the blocks of resin left after casting though these should be easy to remove. I was informed by Chris Baxter of BaxMod that printed instructions are currently being prepared as well as glazing for the drivers compartment windows and that these would be available in the near future. He also stated the wheels provided with the kit are for the Border War period but he can provide wheels for the current Ratels.

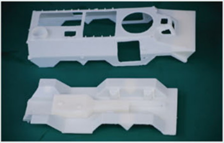
The instructions are provided on CD and are a series of jpeg photos. These show step by step construction and are very easy to follow. The only problem being you have to have a computer near your work area, or you will need to print them off.

This is the only scale version of the Ratel 20 I have ever seen. Overall, the kit is quite good, although you will need some time to clean up the parts and experience with resin models due to its complexity. Reference material would be helpful for construction, but the instruction CD is a good start and a quick Google search on the web for "Ratel" will get you all you need.

BaxMod's Ratel 20 will require some work but I think will build into a great example of a little known yet significant vehicle. ■


The contents of the BaxModel Ratel are packed into a sturdy box.

Available online
from BaxMod Models
www.baxmod.co.za


The hull is provided as upper and lower halves.

Casting quality is generally good but there are some blemishes..

The wheels provided with the kit are for the Border War period

There is some resin waste to clean up prior to assembly.

There are approximately 150 resin parts in total.

Smaller parts will all require some degree of clean up

To complete the suspension units you will need to provide some styrene rod of 1mm diameter.

Resin kit experience will be helpful, but this is a nice kit of a unique vehicle.

ALPINE MINIATURES

WW2 US INFANTRY SET – ITEM NO. 35053
PANZER CREW HEADS AND HANDS – ITEM NO. H003
US HELMET HEADS AND HANDS – ITEM NO. H004

Alpine Miniatures has added three new 1:35 scale releases to their growing range this month.

The first is Item No. 35053 – WW2 US Infantry Set. The two figures in this set are both standing, one with his right hand raised above his head. Two heads are supplied for each figure. A helmet is offered for both figures, while the option for one is a soft cap and the other has an alternate bare head (with hair that could really use a brush). Each soldier has an M1 Carbine. The hands are cast onto the guns to make assembly simpler and the pose more certain.

Next up is a set of four heads and hands for Panzer crew figures, item no. H003. One of the heads is bare, but has an unmistakeably European 1940s hairstyle, another wears the early-war beret, one has a side cap and the last is dressed for the desert. The two right hands are open, in something that might be a waving gesture; while two left hands are partially clenched.

The third release for this month is H004, US Helmet Heads and Hands. The expressions of all four faces are quite varied, and sculpting is up to Alpine's high standards. This time, one right hand and one left hand are open; while one right hand and one left hand are clenched.

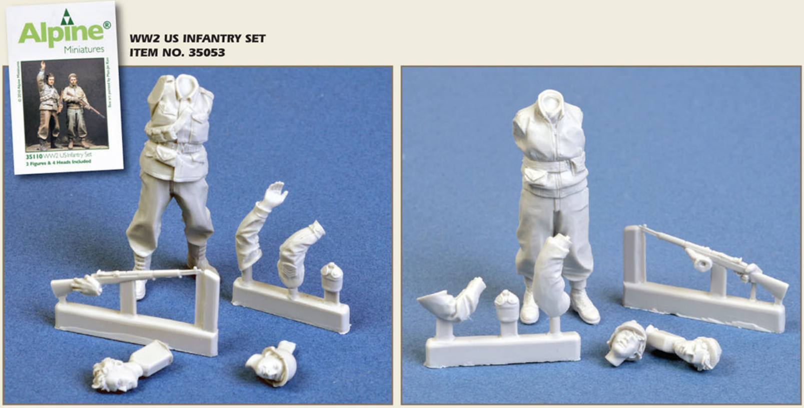
Although the heads in both of these sets are quite specific to their subject, the hands are wholly generic and may be used for a wide variety of figures.

Now entering its fifth year of business, Alpine Miniatures has built a strong reputation for its high quality sculpting and casting. Their US Infantry plus the new head and hand sets maintain this fine standard.

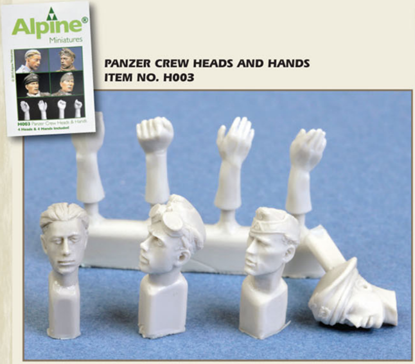
Highly Recommended.

Alpine Miniatures products may be viewed on their website www.alpineminiatures.com

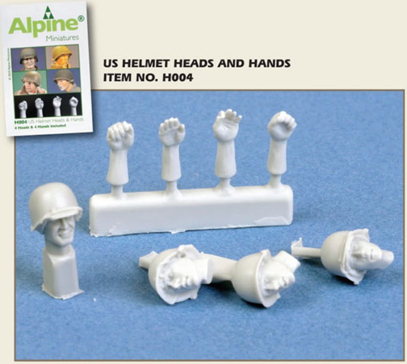
Brett Green



WW2 US INFANTRY SET
ITEM NO. 35053



PANZER CREW HEADS AND HANDS
ITEM NO. H003



US HELMET HEADS AND HANDS
ITEM NO. H004

MAKING FLAGS, PENNANTS AND ROLLS

Luke Pitt describes how to make your own custom flags, pennants, packs and rolls.

I have a friend who is an actor. He is quite an animated chap and I have spent many a night in deep discussion over a whole range of subjects. He takes a keen interest in my latest modelling projects and on occasion offers quite frank and honest opinions on how they could be better. Unlike some, I welcome these observations as they are coming from a different pair of eyes and it gives me a chance to improve and change my style accordingly.

About two years back after being well fortified with a few glasses of red, he asked me about my current modelling project? At that stage, I was well into my build of an AFV Club 1:48 scale Sd.Kfz. 251 half track. We stumbled into my modelling room and I showed him my progress. His first comment to me was, "its flat old boy; it needs a bit of theatre!"

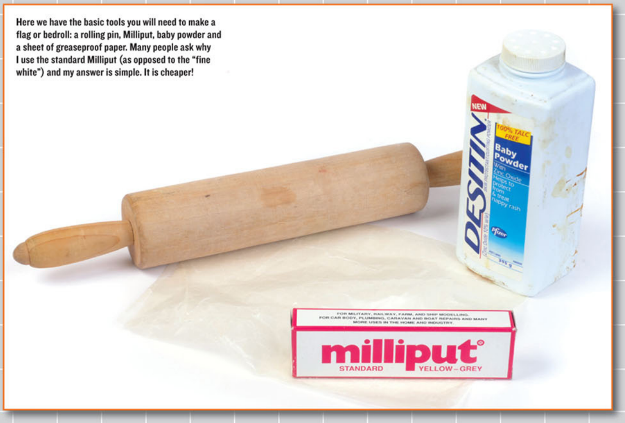
He then added, "Why don't you put one of those German flags on the bonnet. It may just lift this piece".

It is funny how we modellers live in our own little world, often missing things that may improve a project. Over the next few days I set about trying to create a method of making flags and pennants that I could add to my models. This is not a technique I have mastered all by myself but rather a result of osmosis.

I have written this article in the Spanish style to include as many photos as I felt necessary to explain the process. As with most modelling process, it is not rocket science. All you really need is basic tools you can find around the house and a little time to experiment.

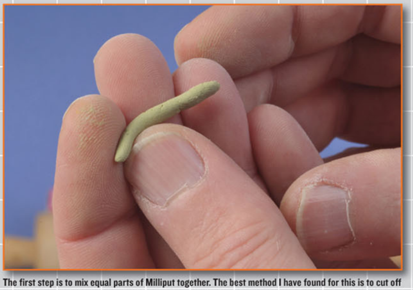
I must add, this is not the only way or the best way to do this. It simply is "a way". If I was a smart or business minded modeller I would have come up with a catchy title for this technique and release a book or DVD on it, but without further ado here is the process.

I hope this may be of use to you and will de-mystify a process that in essence is quite straightforward. ■



Here we have the basic tools you will need to make a flag or bedroll: a rolling pin, Milliput, baby powder and a sheet of greaseproof paper. Many people ask why I use the standard Milliput (as opposed to the "fine white") and my answer is simple. It is cheaper!

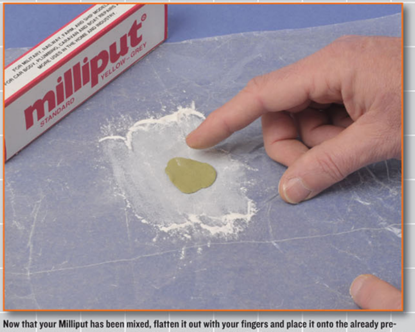
> **"It is funny how we modellers live in our own little world, often missing things that may improve a project…."**



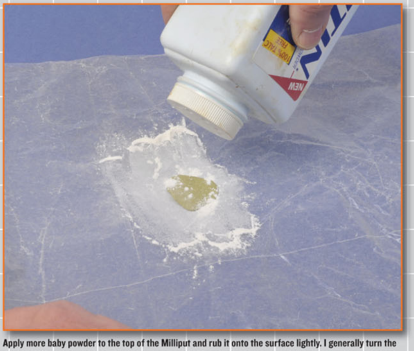
The first step is to mix equal parts of Milliput together. The best method I have found for this is to cut off two small pieces of both the A and B parts, then roll them into two strands and then twine them together to make one piece. It is very important to mix the two parts together. In this view I have mixed both parts together. When this is complete set it aside for the next step.

The next step is to apply a small amount of baby powder to the greaseproof paper and spread it around with your finger. The purpose of this is to avoid the Milliput from sticking to both the paper and to the rolling pin.

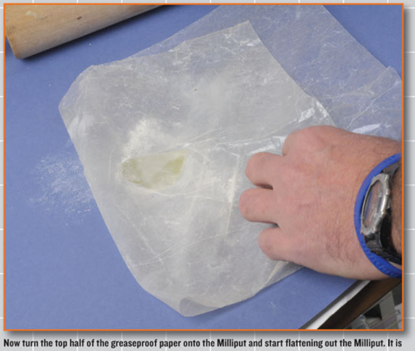
Spread the baby powder around the surface of the greaseproof paper with your finger.



Now that your Milliput has been mixed, flatten it out with your fingers and place it onto the already prepared surface of greaseproof paper and baby powder. Move the Milliput around to ensure the bottom half is free to move on the surface of the paper.

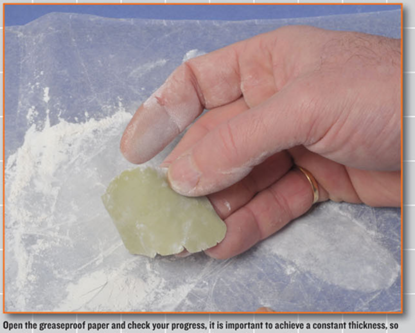


Apply more baby powder to the top of the Milliput and rub it onto the surface lightly. I generally turn the flatted Milliput over and over to ensure neither side becomes sticky.



Now turn the top half of the greaseproof paper onto the Milliput and start flattening out the Milliput. It is important to take your time with this process and check your progress with every few passes of the rolling pin. The trick here is to ensure the Milliput is being flattened evenly and not sticking to the paper.

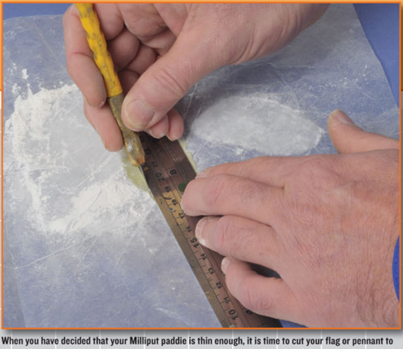
Apply moderate pressure to the rolling pin checking the progress with each pass. Try not to let your wife or girlfriend see you doing this as she may enlist your help in the kitchen!



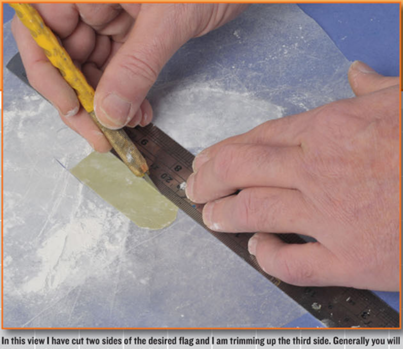
Open the greaseproof paper and check your progress, it is important to achieve a constant thickness, so checking your progess is vital. The aim is to get the Milliput as thin as possible.

At this stage I generally apply more baby powder to both sides of the flattened Milliput. Swirl it around on both sides to ensure that when you fold the greaseproof paper onto it again and begin rolling it will not stick to either surface.

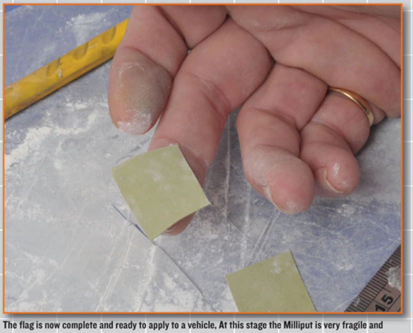
This is the last part of the rolling process. It requires a fair degree of pressure to achieve a thin even patty of Milliput (sounds like I should be writing for a cooking magazine!)



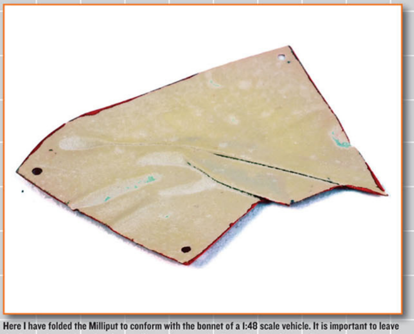
When you have decided that your Milliput paddie is thin enough, it is time to cut your flag or pennant to shape. I generally thin the Milliput down unti it is so translucent that I can see light coming through it if I hold it up to a light bulb. I cut the Milliput by firstly applying a small amout of baby powder to a metal rule and making the cut.



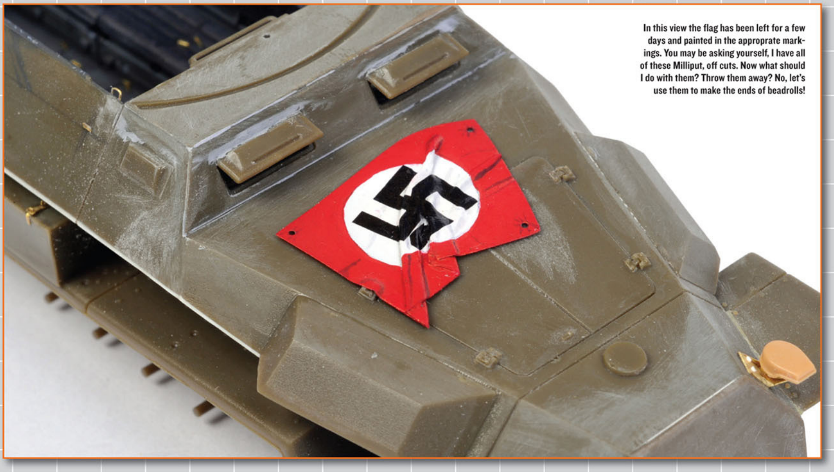
In this view I have cut two sides of the desired flag and I am trimming up the third side. Generally you will have enough material to make several flags.



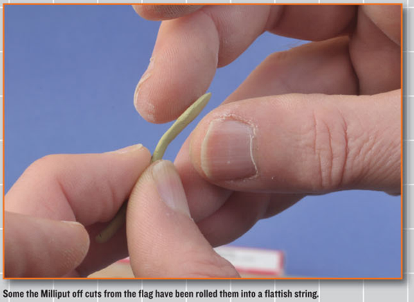
The flag is now complete and ready to apply to a vehicle, At this stage the Milliput is very fragile and great care will be essential during further handling.



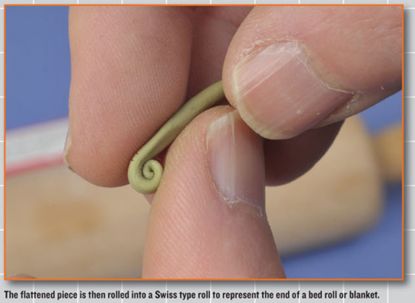
Here I have folded the Milliput to conform with the bonnet of a 1:48 scale vehicle. It is important to leave the flag to dry out for a few days on the surface you wish it to adhere to. I generally use water and a broard flat brush to push it on to the surface I wish to apply it to.



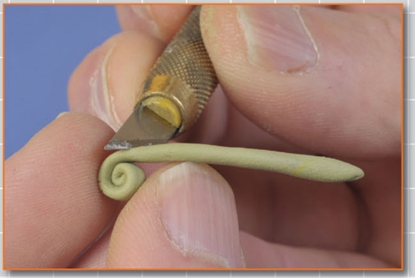
In this view the flag has been left for a few days and painted in the appropate markings. You may be asking yourself, I have all of these Milliput, off cuts. Now what should I do with them? Throw them away? No, let's use them to make the ends of beadrolls!



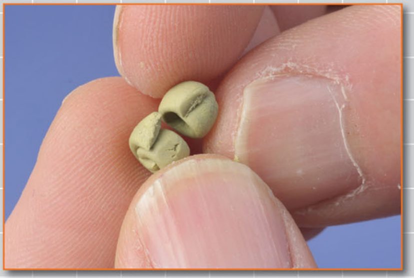
Some the Milliput off cuts from the flag have been rolled them into a flattish string.



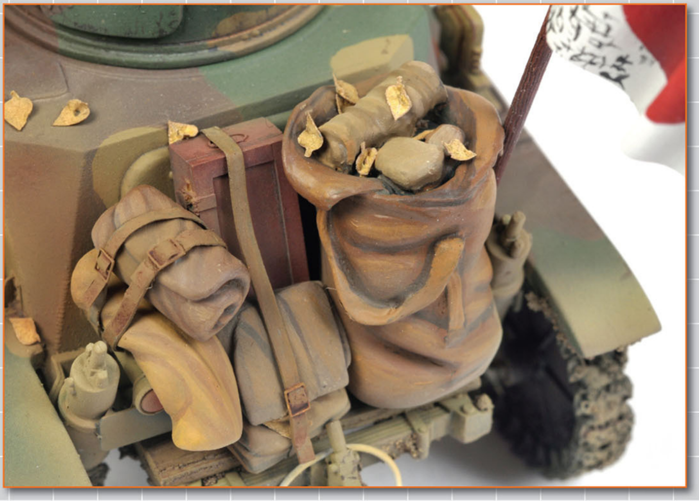
The flattened piece is then rolled into a Swiss type roll to represent the end of a bed roll or blanket.



The roll is then cut to the approprate size with a knife.



When the pieces are dry, you can join them together with wire and fill in the middle with Milliput to suit your application.



You can see the application of custom made bedrolls to suit a particular vehicle.

Diary Dates

To have your event included on this page, send your details to:
Diary Dates, ADH Publishing, Doolittle Mill, Doolittle Lane, Totternhoe, Bedfordshire, LU6 1QX, UK
Tel:01525 222573·Fax:01525 222574·Email:editor@modelmilitary.com

February 18th-20th
AMPS ATLANTA 2011
AMPS Atlanta is holding its 3rd annual model show February 18 - 20, 2011 in Atlanta, GA USA. This is a great opportunity to tune up for the AMPS International show being held in April 2011. This show is being held in cooperation with the Atlanta Military Figure Society and boasts a broad appeal and a sizable vendor area. Visit our web site at www.ampsatlanta.org for more details.

May 8th
Modellbaufreunde Siegen Model Show, Germany.
8th Modellbaufreunde Siegen Model Show will be held on 8 May 2011 at Festival Hall in Wilnsdorf, Germany.
For more information please email info@modellbaufreunde-siegen.de or visit www.modellbaufreunde-siegen.de

March 11th
The18th Annual IndianapolisWinter Model Contest & Swap Meet.
Indianapolis, IN. March 12, 2011: The18th Annual Winter Model Contest & Swap Meet will be hosted by IPMS Roscoe Turner, at the Raymond Park Middle School, 8575 E. Raymond St, Indianapolis, IN.
For contest information contact Rick Wilkes, e-mail rwilkes698@aol.com, for vendor information contact Ron Young, e-mail youngones@comcast.net, or write P.O. Box 1376 Greenwood, IN 46142; or visit; www.ipmsroscoeturner.org.

May 15th
MIDLAND EXPO 2011
IPMS Birmingham is pleased to announce the return of Midland Expo at a new venue, Cocks Moors Woods Leisure Centre and Golf Course, Alcester Road South, Kings Heath, Birmingham. B14 6ER., in 2011. We have a confirmed date of Sunday 15th May 2011 for the show and look forward to seeing many of the regular exhibitors, traders and vistors who used to attend Midland Expo at the old venue.

March 26th-27th
IPMS Norway`s Nationals.
On 26 and 27 March 2011, IPMS Norway is holding its annual competition and exhibition at Letohallen near Gardermoen International Airport. This is one of the largest model competitions in Scandinavia and, like last year, we will have different demonstrations and how-tos from both international and national modelbuilders.
For more information see www.ipmsnorge.org/portal/
Questions regarding the show can be sent to post@ipmsnorge.org
We would like to welcome all types of model builders from all parts of the world!

April 9th
Sword & Lance 2011 will be presented by Darlington Military Modelling Society at the Arts Centre, Vane Terrace, Darlington DL3 7AX.
Doors open 10 am to 4.30 pm.
Model and Militaria displays, Demonstrations, Trade stands and Open Model Competition with sections for:- Military Figure, Aircraft and Vehicle painters, Military Modelling (scratchbuilt/ conversion, vignettes and dioramas), Miscellaneous and Juniors.
Licensed bar plus hot and cold refreshments also available.
Do not miss those brilliant modellers, Carl Reid and David Zabrocki, who will be doing talks on how they produce their excellent Euro Militaire Award winning models
Admission £2.00 Adults, £1.00 Senior Citizens & Children, For further details, contact: Colin Holmes, 127 Dinsdale Crescent, Darlington, Co., Durham, DL1 1EZ. Tel. 01325 489801 or by e-mail on c20hms@gmail.com (please note new email address)

April 16th
The Plymouth Model Show will be held at Plymouth Guildhall with disabled access from 10-4.30 on Saturday 16th April 2011.
20+ clubs and traders will be present. Static and R/C Models, war gaming display and model railway will also be in attendance. Refreshments and a raffle will be held during the day.
For further details, please contact David Watson on 01752 518287 or email spotandjoe@blueyonder.co.uk

April 30th-May 2nd
The South West Model Engineering, Model Making & Hobbies Exhibition.
www.swmee.co.uk
The South West Model Show grows to a three day event!
The fourth South West Model Engineering, Model Making and Hobbies Exhibition 2011 (SWMEE) opens its doors now for three days from Saturday 30th April – 2nd May 2011 at the Royal Bath & West Showground.

May 21st-22nd
Scale ACT '11
At the Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, Canberra, Australian Capital Territory (ACT), AUSTRALIA
This two day modelling event features:
- scale model displays,
- competitions,
- local and interstate traders,
- a swap 'n sell, and
- a dinner on the Saturday evening.

More detailed information go to www.actsms.asn.au
Contact: actsms@hotmail.com

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- Buy & Sell Stand
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- Boats
- Aircraft
- Trucks

All profits from this event go to the 'Help for Heroes Fund'

Bar and refreshments available

Sunday 27th February 2011
10.00am to 5.00pm

Adults £3.50
Children £1.50
at the
OAKLEY Centre, Crewe.

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Letters

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Tel: 01525 222573 Fax: 01525 222574
The views expressed are not necessarily those of the editor or publisher.
Letters may be edited for publication.

THE HIGH PRICE OF CONVERSIONS

Dear Sir, I have written to rant! Firstly though can I say I really enjoy the ADH family of magazines. I think you manage to give a broad set of subjects in each magazine and keep us the modellers and readers well informed.

Probably like many of the readership I am a fan of the Special Forces and Elite Forces through the ages and when I saw the November 2010 issue with the SAS Jeep on the cover I thought to myself that I was in for a treat. Also probably like many of the readership I tend to get inspiration from the various model projects that are published. SAS Jeeps, I will confess, float my boat.

The article on the SAS Jeep was read and reread on various sections. Again, like many of us reading I would say, I have made the Tamiya Jeep from its inception (I have been making models for 41 years now and when I first had the Tamiya SAS Jeep, I marvelled at the well filled sprues with all those bits and pieces. My first attempt ended up with gloss white head dress on the two figures and other disastrous effects... however I enjoyed making it and I have enjoyed re making that kit over the years. And yes, I have made versions with the use of conversion sets or after market sets. After looking over the impressive set by Swash in your article I had to research the set and I was all fired up to purchase one from Japan. After all, two figures were in each of the sets they did. One set included a figure of David Stirling, something I have been campaigning several resin figure makers to do. Ian at Wee Friends has promised he'll think about it. But I was horrified at the price. Your article concludes that the price is a little high. I would say the author of the article understated on a large scale the price. With shipping the set would be best part not far off £95. Now as far as I could see there wasn't much in the set to make it this high a price...you can get a fully loaded resin Landrover 110 from Accurate Armour for £20 less and that includes the chassis, body and wheels not just a conversion set.

All I could see in the Swash set that made it desirable was a brass barrel for the .50cal Browning and the two figures. Stirling aside, one could get a set from the likes of Verlinden, two good resin SAS figures and have change to buy lunch at your local Pizza store.

I know that the staff and magazine have to remain impartial and report on all the goodies out there that are available for us modellers however I do think something should have been said about the restrictive cost in more detail of this particular set. I buy ADH magazines for quality not quantity...this article I feel does not represent quality. This set to me is what I would term at my model club as a rip off! The Jeep and the conversion set would set the modeller back around £110, I think many of us would agree that the photo etching and chassis should be made from gold at that price.

So I have ranted. As I say you chaps at the magazines are doing your job and the articles are excellent but I do feel that when something is overpriced perhaps it would be a little more responsible to say in a box on the page at the end of the article a cost summary. Even as an impartial presence perhaps offer the idea of alternative sets. This may be self destructive I realise as you might not get as many review products. To end I am one who does not like being ripped off and I don't like to see anyone ripped off. We can all make our choices and if anyone has (foolishly) purchased a set due t the influence of your magazine then good luck, At £110 I could buy a Tamiya Spitfire or if I add a tenner I could get an Airfix giant Mossie. For £95 from Swash it may be over 150 parts but at those prices it is a rip off.

Adrian Cowdry
Morden, Surrey

Ed Says,* *Hi Adrian,
Thanks for the note.
I do understand your position, and I agree that the price is very expensive, but it did not stop me from buying one of these at full retail price from Japan. Mine was not a free sample, but purchased because I simply could not resist the subject. Price and value are such difficult issues. Value is very much in the eye of the beholder. Even though I did flinch when I was typing in the credit card details, I just wanted the conversion and figures. I am sure that others will feel the same.
All we can do is put the facts out there and let modellers make up their own mind. Although I bought one, it is entirely your right to think that the price is excessive.

SMALL SCALE CHEVIES

I have been enjoying MMI for just over a year now and the initial excitement that prompted me to email you late year has not diminished. You kindly printed my letter re interest in the LRDG so it is only fitting that I respond with a couple of pictures of my own efforts.

The two Chevies I built are based on the Revell 1:76 scale kits, but I have added some details including support stays for cab back & rear mud guards, condenser pipe plus a Boys Anti Tank rifle made by reforming the machine gun that comes with the Jeep parts in the Revell kit, with some added plastic card & wire.

However, the most important work with these Chevies was to adjust the 'sit' of the vehicles. I therefore filed away some of the wheel hub backs & axle drum faces so that the tyre rims fell inboard of the wheel arches. I also lowered the rear axle level slightly in relation to the wheels. The result is a much better 'look'.

I used Humbrol & Revell enamels to finish the vehicles & I really enjoyed adapting the kit figures. Observant readers will note I have also used the standing figure from the Airfix Bren Gun Carrier (yes I know, helmets were not often LRDG headgear of choice).

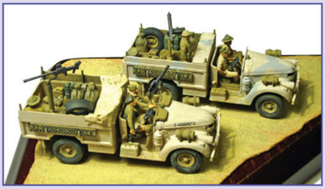
The wooden base was purchased at the recent Glasgow Model Fest (just 30 miles or so up the coast from home), and I applied the 'bit of desert' using card painted with artists acrylic paint, topped off with Tamiya Diorama Texture paint. All in all very satisfying & great fun, and thanks to MMI for the informative LRDG article in November 2009 issue 43 - most helpful!

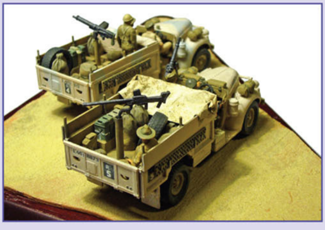
Next? Well I have just purchased a Milicast LRDG Ford kit (plus some of their superb figures).

It has been 40 years since last tackled 1:76 scale AFVs. I thought I would find moving 'downscale' from O scale model trains a bit hard going but, as the pictures hopefully show, no problem! Incidentally, the Boys A/T rifle stand is made from an O scale wagon buffer shaft.

Keep the good stuff coming in the mag.

Richard Butler
United Kingdom





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- Creating a StuH42 from Tamiya's 1:48 StuGIII
- Rob Ferreira creates a rusted-up relic of Dragon's 1:35 PzIII
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Model Airplane International 066 - Jan'11

- Kwik Builds of the AZ Model 1:72 Spitfire Mk IIa 'Aces' by Alan Price, HobbyBoss 1:48 Me 262A-1a/U4 by Richard A. Franks and Tamiya 1:48 A6M3/3a Zero by Steve A. Evans
- The new Italeri 1:48 Macchi C.200 built by Steve A. Evans
- John 'Tigger' Wilkes converts the Airfix 1:72 Nimrod into the AEW.3 with the Cammet conversion and Alley Cat update sets
- Andy Ieronymides updates the Trumpeter 1:32 F6F-5N with the Eduard Big ED set

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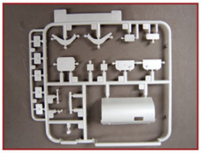

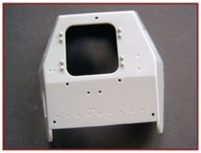

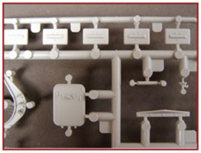

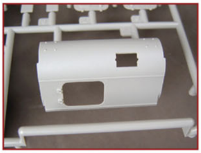

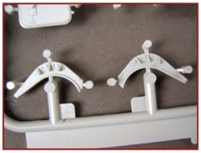

DRAGON MODELS

1:35 SCALE
PZ.KPFW.II AUSF. B
KIT NO. 6572

If you have any of Dragon's previous 1:35 scale Panzer II kits, then this one will hold no surprises.

Dragon has provided parts to depict a Panzer II Ausf. B appropriate to the campaigns of 1939 and 1940. The new plastic parts come on a sprue that gives us the rounded glacis plate and turret hatches. There is also a new turret shell and a new brass fret, plus a decal sheet giving the builder seven options. Everything else comes from the previous kits.

All told, there are approximately 800 parts to this one kit, including the Magic Tracks, so it will be more than an evening build!

Dragon gives you a fairly complete interior with this kit, although there are a few omissions such as the missing ammunition for the main 2cm gun. To be fair to Dragon, not a lot can been seen through the open hatches so it depends on personal preference as to whether this is an issue or not.

Optional tools are provided (ones with moulded on clamps or ones without), as well as clear parts for periscopes.

Moulding throughout is clean and crisp with no visible pin marks or flash, and a test fit of the major parts suggests that there should be nothing to be concerned about.

The instructions are in the usual Dragon style and I recommend care and study before construction commences. Other than that it is a nice little kit and comes highly recommended.

Thanks to The Hobby Company Limited for the samplewww.hobbyco.net

Graham Tetley

Magic Track

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VALLEJO PAINTS

MODEL AIR
EXTREME MODELLING TANK SET
ITEM NO. 71190

It is always nice to see new model paint sets, especially when they are from Vallejo. Vallejo's new addition is titled "Extreme Modelling Tank Set", and it is exactly that, with 16 colours, all for armour modelling. The 16 colours cover US, German, Russian and other countries. The paints all appear very vibrant in their tones and are ready to be sprayed through an airbrush straight from of the bottle, meaning no thinning or other preparation - excellent.

Colours included in this set are White, Tank Green, Dark Green, Olive Grey, US Dark Green, Russian Green,Khaki Brown, Dark Yellow, Sand Yellow, Hull Red, Burnt Umber, Tank Brown, Olive Drab,Black, Tank Dark Yellow and Panzer Olive Green.

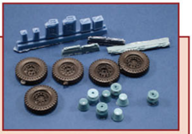
Also inside the box is a full Model Air colour chart and a quick guide for using these paints - very handy.

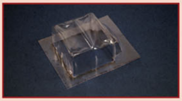
This is a very nice, and very useful set of paints.

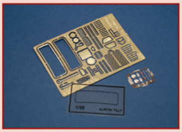
Recommended.

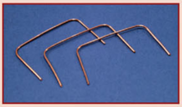
Thanks to Creative Models for the sample www.creativemodels.co.uk

Andrew Judson









SKP MODEL

1:35 SCALE
AUSTIN 10HP LIGHT UTILITY CAR DETAIL SET FOR THE TAMIYA KIT
ITEM NO. SKP 111

SKP from Czech Republic hits the market like Mike Tyson with its new releases - hard and in the right spot. Just recently they released a super cool Cromwell Mk VI CS with hull type F in 1:35 scale, and now they are back with a very good detail set for Tamiya's 1:35 scale Austin Tilly.

SKP's new detail set for the Tamiya kit is very nice. Inside the box we will find top class and flawless resin parts, clear vacform plastic canvas cover, a photo-etched fret, headlights and a metal frame structure to hold the canvas cover. These last ones are already bended into the right shape. This is a really nice touch from SKP.

As usual, their instructions are top class, very concise and clear.

This set from SKP will really improve the Tamiya kit and nothing has been forgotten. The set covers the majority of the kit and the final look will definitely be much improved.

Also, we should not forget that a few months ago, SKP released a complete Austin Tilly kit (SKP 009) in 1:35 scale with a complete engine set (SKP 086) for the same kit.

Highly Recommended.

Thanks to SKP for the sample www.skpmodel.eu

Jose Brito

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Revised Edition includes a full build of the brand new 1:32 Spitfire Mk.VIII plus a summary of available after-market accessories.

The complete guide to building Tamiya's amazing 1:32 Spitfire kits, written by Brett Green of HyperScale and Model Military fame, has now been updated to include the brand-new Spitfire Mk.VIII kit!

This revised edition features detailed builds of Tamiya's Spitfire Mk.IXc by Brett Green, a Spitfire Mk. VIII painted by Chris Wauchop and a Spitfire Mk.VII conversion by Roy Sutherland.

A summary of after-market decals and accessories is now included, along with a Gallery of models by Marcus Nicholls, Editor of TMMI, and Chris Wauchop.

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48th 1:48 Scale - A round-up of the latest news and releases

SOMETHING OLD, SOMETHING NEW

It has always been my intention to turn this column into something like a community notice board for 1:48 scale modellers. With this in mind, we will review a few old Verlinden releases over the coming months. Its funny, as we modellers seem to forget how many aftermarket items there are. Verlinden is just such an example. Verlinden has been releasing 1:48 scale subjects well before the current wave of kits and accessories appeared. They have continued to produce, on occasion, quite stunning full kits and updates during the last six years, but strangely have been overlooked or forgotten by many modellers.

The second phase for the column is to try and cover as many competitions as we can, with a focus on 1:48 scale. To this end I am calling out for interested modellers to report on model shows in various parts of the world so we can all view the results.

Our first roving reporter is Stewart Roy. He is 36 years old and lives in Edinburgh, Scotland. He works in revenue protection for the Royal Mail. He has been modelling for five years and builds mostly 1:48 and 1:72 German armour. He used to model with his Dad in his youth. As a teenager he, like most of us, gave it up for all the usual pursuits, but got back into it five years ago.

Roy will be bringing us reports whenever he attends a show. If you see him say hi from us!

Until next time Luke Pitt

ITALIAN KITS

1:48 SCALE LANCIA APRILA COLONIALE • KIT NO. IKA 48001

Those of you who remember the first couple of 1:48 scale columns in this magazine will recall we previewed the photos of the master model of this kit. I must say I have been champing at the bit for its release for quite some time. When I opened the box, I was somehow transported back in time. I seem to recall when I was a boy that I pestered my Mum to buy me a kit for Christmas. I remember getting really excited at the prospect of building the kit. Christmas day finally arrived and I opened the box, a feeling of disappointment came over me as the kit was not at all what I had expected. This new release from Italian kits is not what I was expecting either.

The kit is packed in a stout white box with a photo of a restored example on the box top face, When consulting my references on this vehicle, I noted that the restored example that is suppled as a mini walk around at the back of the instructions (and indeed on the box top face) has a set of Alfa Romeo 2500 colonial wheels on it and are incorrect for this vehicle. The kit thankfully has the correct solid wheels included. The chassis and bodywork are cast in one piece, with all the doors cast separately. The first thing that strikes you is the shape of the radiator. On the kit it is flattish, where on the real vehicle it has a pronounced "V" profile, with a pressed flute grill. To correct this, some significant scratch building will be needed. The front bumper bar will also need to be removed to facilitate this change. Moving on to the mudguards, the kit has all four guards represented as fairly flat on the outside edge. This again is incorrect, as the outside edge of the guards had a rounded out fillet on it. To correct this, the modeller will have to build up the edge with Milliput and sand to the correct shape.

The rest of the kit however is very well done, with the interior and wheels in particular being very well done. The option of both the hood or down is pleasing with both renditions of this being executed very well. Given this is an expensive kit I would have liked it to be at least 99 percent correct. The kit has a number accuracy issues, the mudguards are a fairly easy fix, but the radiator will require a good deal of effort to correct.

I really wanted to like this kit and in a lot of ways, I still do. It's not a "shake and bake" model and will require effort to correct. The bottom line here is it's the only game in town in any scale. Given the price of this kit, I can only recommend it if you are willing to put in some effort to correct it.

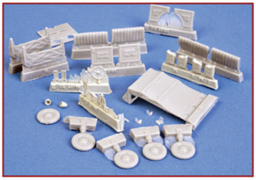
Recommended with reservations.

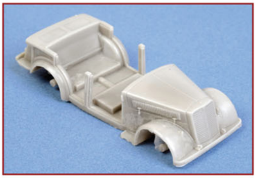
Thanks to Italian Kits for the sample

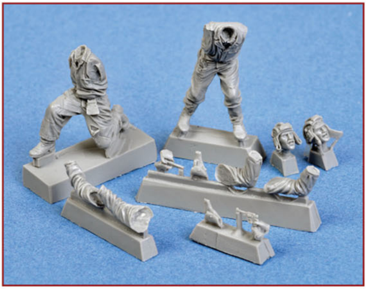
www.italiankits.it

Luke Pitt

IKA48001
Lancia Aprilia Coloniale 1:48





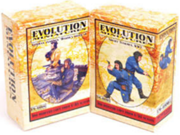


EVOLUTION MINIATURES

1:48 SCALE

EM-48005: SOVIET TANKMAN

EM-48006: GERMAN TANKMEN



As mentioned in previous months, Evolution Miniatures continues to release, in this reviewer's mind, some of the best 1:48 scale figure available today. The level of detail has to be seen to be believed. The detail in these figures would not be out of place on a 120 mm figure let alone 1:48 scale. I will say this up front, if you haven't purchase these yet, go out and do so and experience how good a 1:48 scale figure can be. In this batch of releases we have

EM-48005: Soviet Tankman

EM-48006: German Tankmen (part 1 of the baker's dozen series)

The skill of sculptor Sergey Travlansky is quite frankly amazing. His technique of reducing his 1:35 scale figures is effectively a game changer and I hope that other manufacturers will follow suit. The Soviet Tankmen is my personal favourites in this batch. I love the poses; they remind me of Clint Eastwood in the "Dirty Harry" series of films.

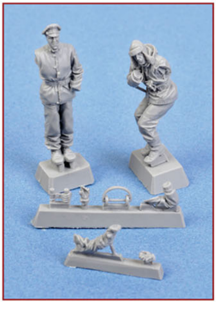
The second set is two German tankers. What will set these guys apart is they will be joined by no less than 10 other guys in the next few months by German tank riders to fit into the "baker's dozen" theme.

Highly Recommended.

Thanks to Evolution Miniatures for the sample

www.evolution-miniatures.com

Luke Pitt



Luke Pitt hosts MMI's examination of the growing world of 1:48 scale military models, figures and accessories.

MMI 1:48 Scale Q&A with John Steinman

John Steinman is one of those modellers I really admire. He mixes it up and can produce a stunning range of models in all genres. He is an Orthodontist, residing and practicing in Central Vermont.

He has been married for 17 years and has two children. He tells me he has an extremely hobby-tolerant wife. Apparently she never even mentions his stash of kits! John has been modelling for over 40 years and has concentrated mainly on 1:35 scale for the last 10 years with the odd aeroplane thrown in.

He is a contributing author to MMiR, AFV Modeller, and Tamiya Model Magazine. He is a member of the Northeast Military Modellers Association and the Armour Modelling and Preservation Society (AMPS). He has won numerous Advanced Gold medals in the AMPS system, as well as several Best Ofs and a Best of Show at the regional level. He has lectured on modelling at both regional and national shows. It is pleasing, then to have a chance to interview him in this month's edition of Model Military International magazine.

THE INTERVIEW

Luke: Hi John. Good to have you with us. I note you have tried 1:48. What do you think?

John: ***Man, I love it! In fact, at the moment I have four 1:48 scale builds on the go - a diorama of a mired KV-II and two Tamiya Tiger Is. The first is a backdate of the DAK kit to one of the initial Tigers assigned to the sPzAbt 502 at Leningrad during the winter of 41-42. The second is a conversion of the Tamiya Early Tiger I to S02, a Befehls Tiger of Das Reich at Kursk. This puppy took a serious beating, so this should be fun! The final project is a small but cold scene with the Tamiya Bug detailed with Hauler PE.) The scale is really fun to work with, the builds. Even with PE and resin detail parts takes me half the time as a 1:35 scale build, but are more than detailed enough, and are large enough that they present no difficulty in painting and finishing with modern techniques. If there is a down side to them I haven't found it yet.***

Luke: What is the most influential 1:48 scale model you have seen in print and why?

John: ***Well that's not a good question to ask me, because I am going to say my own StuG III B dio I did for MMiR! But all kidding aside, I would have to pick anything done by Luciano Rodriguez, he is a true master.***

Luke: Indeed, Lu is a true master and I'm interviewing him next month. Tell me John, if you had to pick one kit that should be made in 1:48 scale what would that be?

John: ***Just one? Well that's no fun, but if I had to pick just one I would a Ferdinand! Yeah I know, kinda strange, but I love the things, and the 1:35 ones are just too big! I would also love to see Tamiya scale down their JS-2. Both of these would make great kits.***

Luke: Thanks for your time John, yea A Ferdinand would be nice I look forward to your next 48th scale build. Would you like to add anything on where you would like 1:48 to head and your thoughts on the scale?

John: ***I tell you Luke, what I would really like to see in 1:48 is for DML to enter the fray. I really think if they did, the scale would take off! And if I could I would love to see Taesung from Alpine Miniatures release some more 1:48 scale figures. We really need more quality figures. The Tamiya styrene figures are a tad anaemic and the heads are just terrible so it would be great if Mr. Sauders of Hornet fame could supply us with some quality heads too. I think as more and more manufacturers enter the scale and more accessories become available more died in the wool1:35ers will test the waters (like I did) and become hooked. While I will never give up 1:35, as the breadth of offerings is just so vast, and I have fallen in love with the new Tasca 1:24 scale kits for just the level of detail you can add, I tell you when I want to just relax, I pick a 1:48 kit out of the stash!***

EURO 2010 1:48 REPORT

BY STEWART ROY

On 18 and 19 September 2010, the 25th Euro Militaire was held at The Leas Cliff Hall in Folkestone England. It was my first time at the show, but I knew from seeing previous shows in magazines and on-line that I would see a very high standard of work. I believe there were a record number of entries into the competition this year, and I can confirm they were all of a very high standard. Unfortunately there were only five 1:48 models in Class 13 (Single Military Vehicle Kits)

As far as I know four were given awards (the other was mine). There was Darek Zwierlynski`s really well painted Tiger I (Silver). My personal favorite was Juan Gabriel Sevilla's Sd.Kfz 222 (bronze). A Marder III SdKfz (Russian Front Winter 1942/3), which was highly commended by Michlos Bute. The best news of all was Mike Rinaldi`s Sd.Kfz. 251/22 (Abandonment) receiving a Gold. I have admired Mike's model when I have seen it on the internet and in print, and it was a real pleasure to be able to study it up close and personal.

I shall be returning next year and I hope to see more 1:48 models grace the competition tables. It was not all bad news for me as I received a commended for my other model entered in class 13.

Marder III, Sd.Kfz. 139
Russian Front, Winter 1942-43

Book Reviews

REPAIRING THE PANZERS
GERMAN TANK MAINTENANCE IN WORLD WAR 2
BY LUKAS FRIEDLI

REPAIRING THE PANZERS VOL.1 GERMAN TANK MAINTENANCE IN WORLD WAR 2

LUKAS FRIEDLI
PANZERWRECKS
ISBN: 978-0-9555940-8-3

Panzwerwrecks has just released its first hardcover book – and it is a beauty.

"Repairing the Panzers Vol.1 – German Tank Maintenance in World War 2" by Lukas Friedli is a detailed account of all aspects of Panzer maintenance, repair and recovery.

This new hardcover volume is presented in a landscape format across 256 pages on glossy paper with large and well-reproduced wartime images.

This new volume boasts 291 photos, many of which are appearing in print for the first time. Although the images and their accompanying useful captions are the core of the book, each chapter also contains a detailed narrative on the particular subject at hand. The author has based much of his findings on German wartime primary source documents including official orders, war diaries, minutes of meetings and reports.

Tables, drawings and maps are also reproduced throughout the book.

The Chapter titles are:

- Overview and Background
- I-Dienste of the Field Troops
- The Panzer Werkstatt
- Armee, H.Gr. and the Homeland
- Wheeled Vehicle Maintenance
- Campaign Experience
- Causes of Panzer Losses
- Appendix (inc. Index and Glossary)

This is the first of a two-volume set, but it stands well alone.

"Repairing the Panzers Vol.1 – German Tank Maintenance in World War 2" is an important reference on the fascinating subject of Panzer maintenance and recovery, but its hundreds of beautifully reproduced wartime photos will also be the source of tremendous inspiration for modellers.

Highly Recommended.

Available online from Panzerwrecks
www.panzerwrecks.com
Brett Green

FineScale Modeler
SCALE MODELER'S HOW-TO GUIDE
Building and Detailing Realistic
SHERMAN TANKS
60 YEARS OF SHERMANS IN 48 MODELS

BUILDING AND DETAILING REALISTIC SHERMAN TANKS

JAMES K. WECHSLER
FINESCALE MODELER BOOKS
ISBN: 978-0-89024-789-1

Regular readers of Model Military International magazine will be quite familiar with Jim Wechsler. Now this master modeller has turned his hand to books, with the "Building and Detailing Realistic Sherman Tanks" in FineScale Modeler Books' Scale Modeller's How-To Guide series.

The book is presented in 104 glossy pages, in US letter format, between soft covers.

Following a brief four page introduction, Jim gets right down to business with four step-by-step model building chapters. The subjects are an M4A1(75) in North Western Europe during WWII, an Israeli M51 Sherman in the 1967 Six Day War, A USMC M4A2 in the Pacific and a US Army M4A3 76 (W) with improvised sandbag armour.

Each build chapter is supported by clear and captioned photographs of basic construction and additions that have been made to the model. The text is helpful and easy to follow.

The three plastic kits covered in the initial chapters are from Dragon. The fourth build chapter covering the M4A3 is a resin project made up mainly from Legends and Formations sets.

The last half of the book is devoted to Jim's remarkable one-man achievement – 48 models of every Sherman variant, which won the author "Best of Show" at the IPMS USA Nationals in 2007. Two or three photos of one of the models are provided on each page for 48 pages!

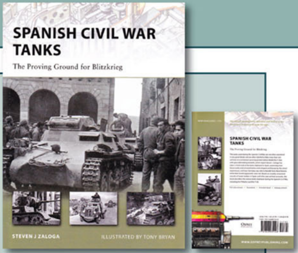
"Building and Detailing Realistic Sherman Tanks" is a clear and concise guide to building three of Dragon's 1:35 scale Sherman variants, with plenty of useful hints and tips for any armour modeller.

The resin project presents useful specific and general information for working with after-market kits and accessories too.

M4 fans in general, and especially anyone building Dragon's Sherman kits, will find this new title especially useful.

Highly Recommended.

Thanks to FineScale Modeler Books for the sample
www.finescale.com
Brett Green



SPANISH CIVIL WAR TANKS THE PROVING GROUND FOR BLITZKRIEG

STEVEN J. ZALOGA
OSPREY NEW VANGUARD NO 170
ISBN: 978-1-84603-512-8

Steve Zaloga is no stranger to readers of the Osprey Vanguard and New Vanguard series and adds yet another book in the series, this time on the lesser covered topic of Spanish Civil War Tanks. This is a welcome title as very little information is available on this important conflict, in which the Soviets and Germans used as a de facto training ground for perfecting weapons and tactics before going "on tour".

The title follows the revised New Vanguard Format and has many illustrations and colour plates to support the informative narrative. It retains the colour plate cutaway in the centre but spreads the other plates out throughout the book.

The Spanish Civil War was used as a proving ground for German and Soviet Weapons and tactics as the title indicates. This is well covered in Steve's excellent title. The book follows the usual format and is broken into the following Chapters:

- Introduction.
- Tank Technology on the eve of war.
- Tanks in Spain
- Origins of the Spanish Civil War
- Initial battles for Madrid
- Nationalist Expansion
- Final Republican Reinforcements
- Lessons of the Spanish Civil War
- Further Reading

This truly is a fascinating and informative title that offers a valuable pre-history to WWII. The Spanish Civil War was used as a testing ground for German and Soviet weapons and this book provides a great introduction. I would highly recommend ths title to historians, armour enthusiasts and modellers.

Highly recommended.

Thanks to Osprey Publishing for the sample
www.ospreypublishing.com
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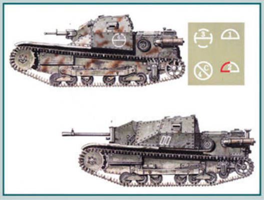
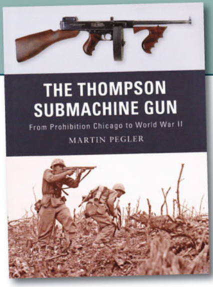



THE THOMPSON SUBMACHINE GUN
From Prohibition Chicago to World War II
MARTIN PEGLER

OSPREY WEAPON NO. 1

THOMPSON SUBMACHINE GUN

BY MARTIN PEGLER

ISBN: 978-1-84908-149-8

Osprey's latest series is entitled Weapon, and what better subject to premier the series than one of the most iconic and recognisable weapons of all time, the Thompson Submachine Gun. The Thompson or Tommy Gun (one its many nicknames) became infamous during the prohibition period in the USA and went on to provide great service during the Second World War.

The Thompson had its origins in the trench warfare of the First World War and was developed as a close quarter weapon for use in that conflict. It was finished post-war and the first prototypes appeared in 1919, bearing some resemble to the later, more recognisable models. It was further developed during the 1920s and sold to law enforcement agencies and also civilians where it tended to end up in the hands of criminals who appreciated its compact nature and heavy firepower.

The book details the progression through the various models such as the "Annihilator" M1919, M1921, M1928 through to the penultimate M1A1.

The book is packed with fascinating photos and colour plates supporting a very enjoyable read. Wepaon titles can sometimes be over technical and very dry and boring but this , like other titles in the range has an appeal to the amateur and enthusiast alike.

This title follows the standard format for the range and includes the following chapters :

- Introduction.
- Development.
- Use
- Impact
- Conclusion
- Bibliography
- Index

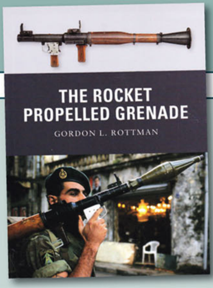
The Chapter on the use covers the full spectrum of criminal, law enforcement and military use of the Thompson and is utterly fascinating reading. The title is broad in scope and high on detail and as such is easy to recommend whether you are a gun enthusiast, crime enthusiast or military enthusiast. The Thompson has a legendary status and this title more than does it justice.

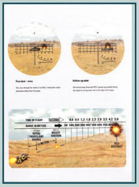
Highly recommended.

Thanks to Osprey Publishing for the sample

www.ospreypublishing.com

Al Bowie





OSPREY WEAPON NO. 2

THE ROCKET PROPELLED GRENADE

BY GORDON L. ROTTMAN

ISBN: 978-1-84908-153-5

Osprey's second title in their new Weapon series is another iconic device and one that is seen on almost all of the world's battlefields and trouble spots, the Soviet designed Rocket Propelled Grenade or RPG. This weapon has been manufactured in the millions since its introduction in the immediate post WWII period and has been developed continuously. It is truly versatile weapon and one that is highly effective in its primary anti-tank role and a myriad of other tasks from anti helicopter, personnel, shipping etc. It can be seen in the hands of professional soldiers and terrorists around the world. It is valued for its flexibility and firepower and has had an impact far beyond it's original expectation.

The RPG details the history of one of the most important of modern weapons and again backs this with a balanced coverage of colour plates and photos covering its amazing service history. It covers its development from inspiration from the German Panzerfaust through the RPG 1,2,7 and its modern successors such as the US RPG which modernises an excellent basic weapon system for export to previous users of the RPG 7.

The chapter on the RPG's use is informative and cover the various roles, tactics and ways to defend against this potent weapon system.

The book is follows the standard format for the range and includes the following chapters:

- Introduction.
- Development.
- Use
- Impact
- Conclusion
- Bibliography
- Index

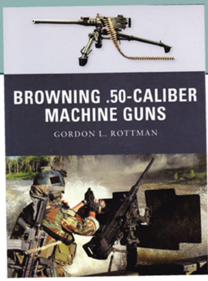
Again, this is an informative and enjoyable title whic keeps its readability despite the amount of technical information presented. The Author gives an excellent condensed history and synopsis of its use and employment whilst also touches on countermeasures that have become necessary due to the success of the weapons employment. This is a must read for the serving soldier, enthusiast and modeller alike.

Highly recommended.

Thanks to Osprey Publishing for the sample

www.ospreypublishing.com

Al Bowie



OSPREY WEAPON NO. 4

BROWNING .50 CAL MACHINE GUNS

BY GORDON L. ROTTMAN

ISBN: 978-1-84908-330-0

Osprey's latest book series in the popular softcover format is Weapons, of which this book is no. 4 in the series.

The Browning .50 Cal is an important and long served weapon that is likely to still be serving when I am pushing up daisies. Up until now there haven't been too many affordable titles on this masterpiece of weapon design. This book helps bridge that gap.

The Browning .50 Cal is a heavy machine dating back to the First World War and has been used by almost all western military powers in a variety of roles on the ground, at sea and in the air. They have been made in the millions and are still being developed and manufactured. This title packs a lot of information into its 80 pages, backed with colour plates of the .50 Cal in use, plus photographs, tables and readable text.

As a former user of Mr Bowning's masterpiece, I jumped at the chance to read this title and was not disappointed. The author is no stranger to military hardware coming from a long military career and this is apparent in his easy to follow narrative.

The book is ambitious and packs a lot into the 80 pages with chapters including:

- Introduction.
- Development.
- Use
- Impact
- Conclusion
- Bibliography
- Index

This author has been thorough in his research and has covered not only the classic pre and WWII designs but also the modern developments of the gun and its ammunition. He has also covered the myths surrounding the weapon and debunked these with good research.

This is an excellent title on an important and Iconic weapon. I highly recommend it to anyone with an interest in weapons or Military History.

Highly recommended.

Thanks to Osprey Publishing for the sample

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Next Issue

On sale February 3rd 2011

STUMMEL

Andy King builds Dragon's 1:35 scale Sd.Kfz. 251/9 Ausf.D.

POLIZIA AFRICANA ITALIANA

Javier Redondo Jiminez presents Italeri's Autoblinda AB 41 armoured car in a scene with two Military Police figures.

FALLUJAH SNIPER

Diego J. Jiminez builds and paints Alpine Miniatures' big 1:16 scale modern Marines sniper, along with some fascinating reference photos.

SNOW TECHNIQUE

Tech Guide by Stefan Bernet.

FOR YOUR SAFETY

Don't forget, when using solvents such as glues, paints, thinners and cleaning agents, always ventilate your work area thoroughly and wear a face mask.

When using power tools, side cutters or any tool that can suddenly break or create high-speed airborne particles, wear approved eye protectors with hard, clear lenses. Please always model in safety!

...and much more!

Due to many influencing factors, we cannot guarantee the appearance of the above projects, but we'll try our best!

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The Last Post..

THE MOBILE OFFICE – AT LAST!

I have just landed back in Sydney after three weeks of travelling in the UK (and a quick nip over to the continent for a few days in Normandy – but more of that in a future issue).

In theory, it has been possible to work on the road for two decades, initially via low-speed dial-up modems, and more recently with the benefit of higher speed Ethernet, cable and wireless Internet connections. Advances in telecommunications and hardware technology over the last couple of years, however, mean that "the mobile office" is now truly possible almost without any compromise in functionality and speed.

As I work in Sydney Australia, and the magazine is produced in Bedfordshire in the UK, I rely heavily on my high-speed Internet connection at home to communicate with my colleagues and the server at ADH Publishing's head office.

On previous trips, the best I could hope for was a reliable Internet service in a hotel room or an airport lounge.

This time, I bought a local SIM card from a UK telecommunications provider, and used it to effectively transform my iPhone into a high-speed data modem for my notebook computer. I could access the Internet almost anywhere at all. In fact, upload speeds were faster than I might have achieved with my cable Internet service at home. I transferred new content for this issue of the magazine to the ADH server, uploaded eight big videos to YouTube, and regularly updated both HyperScale and Missing-Lynx websites, all while travelling.

At last, it seems that we have a genuine mobile office!

THE OSPREY MILITARY HISTORY QUIZ MARCHES INTO THE APPLE STORE

The Osprey Military History Quiz has long been feared and respected by its aficionados. Initially a simple online quiz to entertain loyal customers of this well-known publisher of military history. Now it has been turned into a book and an App both of which challenge the armchair general with their fiendishly difficult questions.

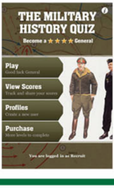
"The Military History Quiz: Become a Four Star General", developed by Aimer Media on behalf of Osprey Publishing, features five levels of difficulty from raw recruit to the highest rank, with over 100 quizzes and 1000 questions that cover the full range of military history, from earliest times to the modern day. An initial introductory quiz is free to play but is followed by four levels which can be purchased for modest amounts, but only if you have the knowledge to complete the level before.

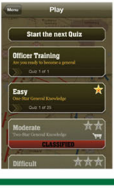
Richard Sullivan. Marketing Director at Osprey Publishing explains more:

"The Osprey quiz has been a popular feature of our site for years but now we are bringing it to an iPhone or iPad near you. The app allows you to records the scores including the time taken on each quiz and the number of attempts taken to get past a level. Sharing success or failure is encouraged with a built in tool which means that an email, tweet or Facebook update of a score to friends and enemies is only a touch or two away. Needless to say we won't be allowing the Osprey Quizmaster out of his iron mask in case he tries to do a 'Stig' on us."

The Military History Quiz: Become a Four Star General is available at the iTunes store by following this link:

http://itunes.apple.com/gb/app/the-military-history-quiz/id392927328?mt=8





ERRATA

JAPANESE TYPE 94 THINK TANK

I must apologise to Bruce Culver. Due to my chronic cut-and-paste-itis, I attributed his excellent Japanese Type 94 Think Tank article in Issue 56 to Tobias Gibson in the Table of Contents. The article was, in fact, written by Bruce Culver. Sorry about that Bruce!

OLIVER PUBLISHING GROUP – FIRST BLOOD

The latest book from The Oliver Publishing Group is available now. First Blood by Claude Gillono covers the story of the US 1st Armoured Division in Tunisia. This title has five pages of full colour artwork and about 50 black and white photos, most of which have never seen before. A couple were supplied by Stefan De Meyer's archive of modern conflict which specialises in the rare and obscure.

UNDER THE GUN 2
FIRST BLOOD
US 1ST ARMORED DIVISION IN TUNISIA
CLAUDE GILLONO
FIREFLY COLLECTION

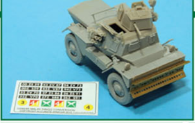
NEW ACCURATE ARMOUR RELEASES

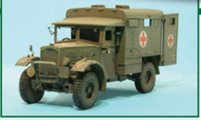
Accurate Armour has been busy with several new kit and decal releases in the last month or so. These include:

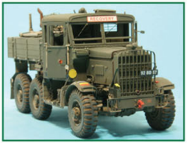
- K127 1:35 scale Scammell Explorer 6x6 Breakdown Tractor
- K172 1:35 scale Humber FWD 8cwt Light Ambulance
- C094 1:35 scale Malaysian DINGO (Ferret turret)
- A135 1:35 scale L129A1 SHARPSHOOTER Weapon set (Qty-5)
- DE26 1:35 scale Ambulance Red Cross decals
- DE27 1:35 scale Ambulance Red Crescent decals

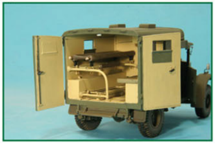
All kits and decals are on sale and available from stock now.

For more information or for ordering, visit Accurate Armour's website **www.accurate-armour.com**









1:35 '39-'45 SERIES

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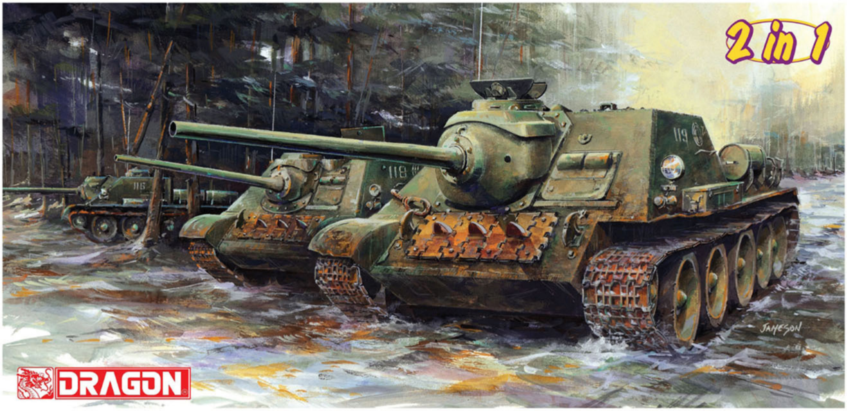
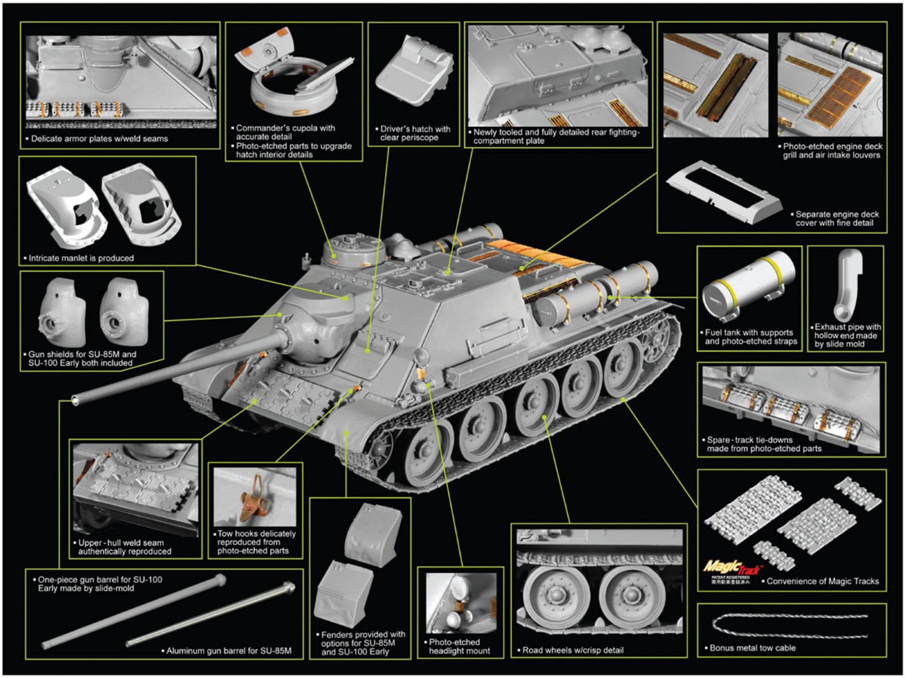
Premium EDITION





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- Convenience of Magic Tracks
- One-piece gun barrel for SU-100 Early made by slide-mold
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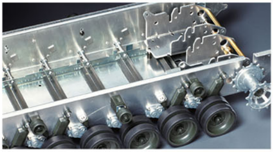
LEOPARD A4
MAIN BATTLE TANK
(DISPLAY MODEL)
1/16
SCALE
Overall Length: 600mm
Width: 215mm

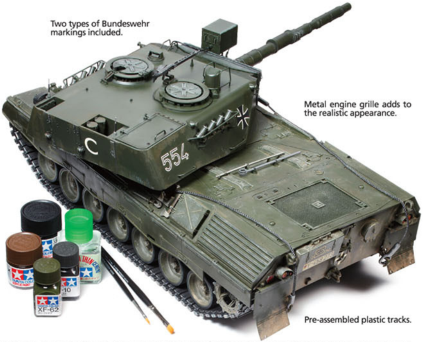
Armor Excellence In A Grand Scale

1/16 Scale Leopard A4 Main Battle Tank (Display Model) Item 36207

Originally released in 1977 as a radio controlled model, Tamiya's big 1/16 scale Leopard A4 is making a return as an assembly kit display model. The Leopard was a state-of-the-art tank at the time and Krauss-Maffei, which was overseeing its production, provided their full cooperation and enabled Tamiya to thoroughly study it. The result was this provocative, imposing model which manifests Germany's tradition of excellence in tank design.

《About the Leopard A4》 Germany produced many famous tanks during WWII and used this experience to develop the Leopard main battle tank during the post-war era. The A4 was an improved variant that featured an innovative turret design with spaced armor and a new fire control system for the 105mm gun, both of which drastically enhanced the tank's combat capability. 250 examples were built from 1974 to 1976 and they served as the mainstay of Bundeswehr armored units during the Cold War.





Two types of Bundeswehr markings included.

Metal engine grille adds to the realistic appearance.

Pre-assembled plastic tracks.

Duralumin lower hull and die-cast metal parts for the drive sprockets and suspension arms ensure superb durability. Metal torsion bars enable realistic suspension movement while rubber rings are included for the road wheels.

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Big Cats In 1/35 Scale

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